MICROFILM

START OF ROLL

ROLL NO.
109

Construction
Contracts

Begins # 6050

34-1614 Traffic Signal Install. at S.W. 78th Ave., Beaverton-Hillsdale Hwy. 1962

#6050

RECEIVED
JUL 31 1962
FOR FILING

34-1614

6050

July 31, 1962

Great American Insurance Co.,
Bond Department
Wells-Reed-Wood-West
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6050, awarded to McCoy Electric Co., for traffic signals on the SW 78th Avenue Jct., of the Beaverton-Hillsdale Highway in Washington County.

This contract was completed on July 17, 1962, but has not as yet been accepted by the Commission. Final payment in the amount of $2,032.25 will be released to the contractor after acceptance by the Commission. The total contract amount is $7,595.00 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: McCoy Electric Co.,
2002 SE Clinton St.,
Portland 2, Oregon

RECEIVED
AUG - 1962
FOR FILING

34-1614

6050

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 27, 1962

SUBJECT: Contract Traffic Signal Installation
S. W. 78th Avenue
Beaverton-Hillsdale Highway

To:
Ivan Merchant
Bridge Engineer
B U I L D I N G

The traffic signal at the above mentioned location has recently been inspected by representatives of the Traffic Engineering Division.

All material and workmanship were found to meet the requirements of the plans and specifications.

Insofar as this office is concerned, final payment to the contractor may be made.

F. B. Crandall
Traffic Engineer

LEG:mgm
cc: Tom Edwards
W. O. Widdows
A. E. Johnson
R. D. Conklin

NOTED
TOM EDWARDS

RECEIVED
JUL 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1962

D Cook

FOR FILING
34-1614
6050

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1962

SUBJECT:

To: D. B. Parkes
Contract Payments

OFFICE

McCoy Electric Company completedwork on the Traffic Signals Installation at S. W. 78th Avenue and Beaverton-Hillsdale Highway in Washington County, Contract No. 6050, on July 17, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job?

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED ON CARD
dc

NOTED
FLOYD QUERY

RECEIVED
APR 3 1962

FORM E-30X—50M—11-61—40231

FOR FILING

34-1644

6050

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 2, 1962

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments

O F F I C E

McCoy Electric Company began work on the Traffic Signal Installation at S. W. 78th Avenue on the Beaverton- Hillsdale Highway in Washington County, Contract No. 6050, on March 28, 1962.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAR 28 1962

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

34-1614

6050

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

March 28, 1962

McCoy Electric Co.,
2002 SE Clinton Street
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6050, awarded March 2, 1962, for traffic signals on the SW 78th Avenue Section of the Beaverton-Hillsdale Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 13 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

34-1614

6050

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 13, 1962

McCoy Electric Co.,
2002 SE Clinton Street
Portland 2
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission, as follows:

Contract #6050, awarded March 2, 1962, for traffic signals at SW 78th Ave. Jct. on the Beaverton-Hillsdale Highway in Washington County.

Please execute two of these copies as to contract and bond, and return both copies to this office for execution by the Highway Commission. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT SO IT WILL NOT BE NECESSARY TO RETURN THE FORMS TO YOU FOR CORRECTION.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

PS: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.

dc

RECEIVED
OR MAR 5 1962
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

24-1614
6050 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

March 2, 1962

McCoy Electric Company
2002 N. E. Clinton Street
Portland 2, Oregon

Gentlemen:

The State Highway Commission on ~~March 2, 1962~~ awarded to you State Highway Contract No. ~~6050~~ for the following project:

Traffic signal installation at S. W. 78th Ave., easterly of Beaverton on the Beaverton-Hillsdale Highway in Washington County.

This award was based on your bid of ~~$7,390.00~~ which was the low bid submitted to the Commission on ~~February 26, 1962~~ for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 9 1962
FOR FILING
34-1614
6050
Portland

January 31, 1962

Mr. G. B. Robertson
Vice President and
Director of Engineering
Fred Meyer, Inc.
721 S. W. Fourth Avenue
Portland 4, Oregon

Dear Mr. Robertson:

This will acknowledge receipt of your letter of January 9th, indicating that your Company will cooperate in the installation of the traffic signals at the intersection of S. W. 75th Avenue and the Beaverton-Hillsdale Highway.

We plan to let this to contract on February 26th and will need your check in the amount of $700 for your share of the cost at an early date. A representative of the Traffic Engineering Division contacted you on Friday, January 26th and discussed the detailed plan.

I wish to thank you for your cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
C. H. Maison
F. B. Crandall
A. E. Johnson
D. L. Peterson

JAH:njc jw

To F. B. CRANDALL Date 1/11/62

Re: Ltr 1/9, O.B. Robertson, VP, Fred Meyer, Inc. giving consent to signal at S.W. 78th and Beaverton-Hillsdale Highway.

Complete assignment.

RECEIVED

JAN 11 1962

TRAFFIC ENGINEERING

BU XXXXXXXXX Signed Edwards jw

PLEASE REPLY HERE

To Date

Signed

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

Fred Meyer, Inc. — FOR THRIFTY BUYERS
721 S. W. FOURTH AVE.—PORTLAND 4, OREGON
CApitol 6-7522

January 9, 1961

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

This will acknowledge receipt of your letter of December 29 regarding an actuated signal at the intersection of S. W. 78th Avenue and the Beaverton-Hillsdale Highway.

This letter will authorize you to proceed with the signalization and that our firm will pay upon completion the estimated $700 of cost for our share of the signalization from the private property that it serves.

I sincerely hope that the signal will give our customers the much-needed protection and safety and convenience that they desire in entering this intersection.

O. B. Robertson
Vice President and
Director of Engineering

OBR:jf

Completed

RECEIVED
JAN 11 1962
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGR.

RECEIVED
JAN 10 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. AL HEAD

RECEIVED
JAN 2 1962
FOR FILING
Traffic
Traffic
Engr.
Portland

December 29, 1961

Mr. O. B. Robertson
Vice President and
Director of Engineering
Fred Meyer, Inc.
721 S. W. Fourth Avenue
Portland 4, Oregon

Dear Mr. Robertson:

This will acknowledge receipt of your letter of December 5th concerning operation of the proposed signal at the intersection of the Beaverton-Hillsdale Highway and S.W. 78th Avenue and the entrance to your parking lot in the Raleigh Hills community.

This will be a fully-actuated signal and the timing of the signal will depend on the relative amount of traffic on the intersectional approaches. The longest possible delay to a driver attempting to enter the highway from the parking area will be one minute and only then under continuous actuation from both the highway and the sideroad. Under such saturated conditions the side road will obtain approximately one-third of the green signal time. This will prove much more satisfactory from your viewpoint than the operation at your Burlingame store on Barbur Boulevard. At that location, the long delays to side street traffic are caused by an intertie between the signals at your store and those at the Terwilliger Boulevard intersection.

I trust that this explanation is satisfactory to you and that your organization will approve entering into an arrangement whereby we may proceed with the installation of this traffic signal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
A. E. Johnson
F. B. Crandall
D. L. Peterson

FBC:njc jw

RECEIVED
DEC 13 1961
FOR FILING

Traffic
Traffic
Lights
Portland

Salem, Oregon
December 12, 1961

Mr. F. B. Crandall
Traffic Engineer
BUILDING

Access Control - Fred Meyer
Raleigh Hills Shopping Center
Beaverton-Hillsdale Highway

Attached is a copy of a letter from Fred Meyer, Inc., with reference to access control at the Raleigh Hills Shopping Center.

Will you please check into this and, if we can be mutually satisfied, we could go ahead with the project as soon as we have definite agreement with Fred Meyer in writing.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
Attach.

cc Mr. Tom Edwards (with file)

Fred Meyer, Inc. — FOR THRIFTY BUYERS
721 S. W. FOURTH AVE.—PORTLAND 4, OREGON
CApitol 6-7522

December 5, 1961

Mr. G. F. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

We are interested in the addition of controlled access from the Fred Meyer Raleigh Hills Shopping Center onto the Bertha-Hillsdale Highway. Our desired plan would be the use of the detection and signal indicator for the access from our parking lot. However, before we would agree to this additional cost, I would like to have some information regarding the timing of this light.

At our Burlingame Store on Barbur Boulevard, the time lag between light changes is so long that customers find it difficult to make ingress or egress from our shopping center. We have had many complaints from our customers regarding this delay. We would not want to make the same requirements for our customers here.

If the timing is satisfactory to us, then we would be willing to assume the additional $700 of cost.

Sincerely,

O. B. Robertson
Vice President and
Director of Engineering

OBR:jf

RECEIVED
DEC 8 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1961
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 1961
FOR FILING
Traffic
Traffic
Signals
Portland

November 30, 1961

Mr. Owen Robinson, Vice President
Fred Meyer, Inc.
721 S. W. Fourth Avenue
Portland, Oregon

Dear Mr. Robinson:

We are currently in the process of preparing plans for a traffic signal installation at the intersection of S. W. 78th Avenue on the Beaverton-Hillsdale Highway. As you know, this intersection is a "T" type intersection with S. W. 78th Avenue being the northerly leg of the intersection. This northerly leg is directly opposite an access into the parking lot of your Raleigh Hills store located on the above-mentioned highway. In effect, the parking lot entrance to your store and S. W. 78th Avenue form an intersection with the Beaverton-Hillsdale Highway.

There are two methods by which we could operate the traffic signal which will be installed at this location. The first is to provide a "STOP" sign only for the traffic entering the Beaverton-Hillsdale Highway from your store's parking lot. This traffic would enter the intersection after stopping and would not have a visible traffic signal indication. The other method would be to provide a vehicle detector and its associated circuits in the aisle lane leading to the highway access point and to also provide a visible traffic signal indication for the traffic entering the Beaverton-Hillsdale Highway from your parking lot. If this latter plan is carried out, it would add approximately $700 to the total cost of the traffic signal installation.

It is our policy in cases involving signalization of private access points to require the property owner to pay the entire cost of any equipment used in the signalization. This letter is to request your consideration of this matter and to indicate which of the above plans your company would favor. In case the second plan

is desired, it should be realized that your company would be required to pay the entire cost of any additional equipment used to provide the signal indication to traffic entering the highway from your parking lot.

Would you please advise us which plan of operation you desire. If the detection and signal indication equipment is desired, would you also indicate your company's willingness to assume the additional $700 of cost.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. F. B. Crandall

LJO:mm

RECEIVED
OCT 23 1961
FOR FILING

10/20
39-2

October 25, 1961

Mr. Darrel L. Johnson
c/o Pendergrass, Spackman, Bullivant & Wright
Pacific Building
Portland 4, Oregon

Dear Mr. Johnson:

On July 18 you wrote a letter to Mr. A. E. Johnson, Division Engineer, Portland, requesting installation of a traffic signal at the intersection of S. W. 78th Avenue and the Bertha-Beaverton Highway between Beaverton and Portland. Mr. Johnson also received a similar request from Mr. Errol Hassell, Deputy Superintendent of School District No. 48, Washington County.

The requests were investigated by the Traffic Engineering Division and the results of the investigation were presented to the Highway Commission at its meeting on October 20.

Due to the conditions which were found at the intersection, the Commission, upon the recommendation of the State Highway Engineer, approved the installation of a fully-actuated traffic signal at this location.

Your interest in this matter is appreciated, and will no doubt result in a reduction of property damage and possible loss of life.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Mr. Errol Hassell
Deputy Superintendent
School District No. 48
Washington County.
Beaverton, Oregon

A. E. Johnson, Division Engr., Portland

RECEIVED
OCT 6 1961
FOR FILING

October 6, 1961

Oregon State Highway Commission

Gentlemen:

We have received requests from Mr. Darrel Johnson, Pacific Building, Portland, and Mr. Errol Hassell, Superintendent, School District No. 48, Washington County, Beaverton, for the installation of traffic signals at the intersection of the Beaverton-Hillsdale Highway and S. W. 78th Avenue between Beaverton and Portland. This matter has been investigated by the Traffic Engineer.

Through the intersection investigated, the Beaverton-Hillsdale Highway is four lanes in width, with a two-foot, flush-type median. S. W. 78th Avenue intersects the highway on the north at right angles, and the most westerly access into the Fred Meyer Shopping Center enters the highway from the south directly opposite S. W. 78th Avenue. The indicated speed on the Beaverton-Hillsdale Highway at this point is 35 miles per hour.

Traffic counts taken at this intersection during August 1961 revealed that during the 24-hour period 14,751 vehicles entered the intersection, with 1,705, or 12 per cent, entering from the side streets. During a 16-hour period, 36 pedestrians crossed the Beaverton-Hillsdale Highway. In addition, observations made at this intersection after the school term opened revealed that 20 children cross the highway in going to and from school each day. This would make a daily pedestrian total of approximately 76. During the period from January 1, 1958 to June 30, 1961, there were twelve reported accidents at this intersection. Four persons were injured, and there were no fatalities.

When conditions at this intersection are compared with the standard warrants for signalization of rural sections, it is found that the warrants are exceeded. It is recommended that a fully-actuated signal be installed at an estimated cost of $12,000. Sufficient funds have been provided in the 1961 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the cost of the work.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

P. H. Stephenson
Acting State Highway Engineer

cc to: Mr. C. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Nelson
Mr. A. E. Johnson

VPJ:pk ae

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
September, 1961

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Beaverton-Hillsdale Highway
at S.W. 78th Avenue
ORE10 - Hwy. No. 40 - M.P. 2.75

Recommendation:

As a result of this investigation, it is recommended that a traffic signal be installed at the intersection of the Beaverton-Hillsdale Highway at S.W. 78th Avenue. It is further recommended that the feasibility of interconnecting this signal with the existing signal installations at Laurelwood Avenue, Scholls Ferry Road, and Oleson Road be studied.

Historical Background:

In September of 1960, an investigation of warrant for traffic signals was conducted at this intersection. At that time, traffic signals were not warranted, primarily because of the low traffic volume on S.W. 78th Avenue.

This investigation and report is in response to requests from Mr. Darrel Johnson, Pacific Building, Portland, and Mr. Errol Hassell, Deputy Superintendent, School District No. 48, Washington County, Beaverton. These men represent citizens residing in the Broadmoor Area, a residential area north of the Beaverton-Hillsdale Highway.

Investigation:

The Beaverton-Hillsdale Highway at this point is four lanes in width with a two-foot flush type median. S.W. 78th Avenue intersects the highway on the north at right angles, and the most westerly access into the Fred Meyer Shopping Center is directly opposite S.W. 78th Avenue and across the highway. Development in this area consists of residential areas to the northwest and northeast, a large shopping center to the southeast, and a few small commercial establishments to the southwest. In addition, the Raleigh School is located about 1/4 of a mile directly south of this point. This intersection is a signed school crossing, and the indicated speed on the highway is 35 MPH, except during school crossing hours, at which time it is 20 MPH.

A 16-hour vehicle and pedestrian count was taken at this intersection on Tuesday and Wednesday, August 15 and 16, 1961. The total vehicles entering the intersection was 14, 751 with 1,705 vehicles, or 12% of the total, entering from the side streets. During the 16-hour period of count, 36 pedestrians crossed the Beaverton-Hillsdale Highway. The left turn movements off the Beaverton-Hillsdale Highway represent a very small proportion of the total traffic on the highway. These data reflect pre-school conditions. A two-hour afternoon count taken after school was in session, disclosed a total of 20 children crossing the highway from south to north. Thus, another 40 units probably should be added to the pedestrian movement across the highway, making a daily total of 76.

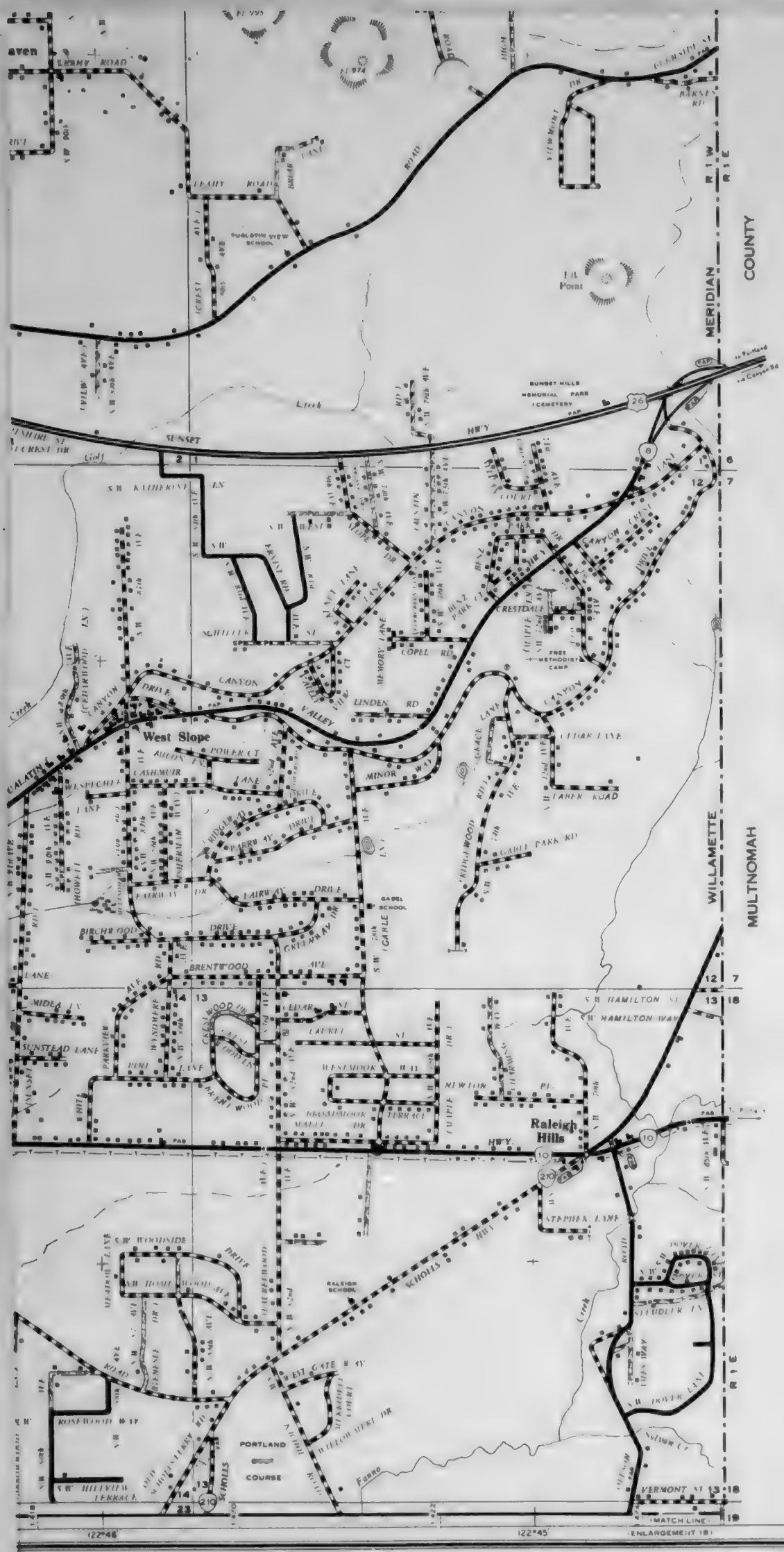
During the period from January 1, 1958, to June 30, 1961, there were 12 reported accidents at this intersection. Four persons were injured and there were no fatalities. Three of the accidents were of a type that might have been prevented by traffic signals. This might be considered a reasonably favorable accident record for an intersection of this type.

In the following table, conditions at this intersection are compared with the standard warrants for the installation of traffic signals at rural intersections:

Item	S.W. 78th Avenue	Minimum Warrant
Total Volume Warrant:		
Average Hourly Total Volume (Max. 8 hrs.)	998	500
Average Hourly Cross-Street Volume (Max. 8 hrs.)	121	125
Pedestrian Warrant:		
Average Hourly Ped. Volume Across Main Street (Max. 8 hrs.)	4	125
Average Hourly Veh. Volume on Main Street (Max. 8 hrs.)	816	300
Interruption of Continuous Traffic Warrant:		
Average Hourly Veh. Volume on Main Street (Max. 8 hrs.)	879	500
Average Hourly Combined Volume across Main Street (Max. 8 hrs.)	119	50
Accident Warrant:		
Preventable Accidents (Last 12 months)	1	5

As can be seen from the table, the total volume warrant is, for all practical purposes, met and the interruption of continuous traffic warrant is exceeded by a considerable margin. The rapid population growth of this portion of Washington County will undoubtedly cause additional increases in traffic volumes at this point, as time passes. It is, therefore, believed that a signal installation at this intersection is inevitable, and thus it would seem that it would be in order to make the installation now. For these reasons, a traffic signal is recommended at this intersection.

DLP:b


SUNSET HWY
Raleigh Hills
West Slope
Burlington
Northern
R.R.
MERIDIAN
COUNTY
WILLAMETTE
MULTNOMAH
R1W
R1E
SW CANYON DRIVE
SW LINDEN RD
SW CEDAR LANE
SW TABER ROAD
SW GABEL PARK RD
SW HAMILTON ST
SW HAMILTON WAY
SW STEPHEN LANE
SW SCHOOLS HILL
SW WOODSIDE DRIVE
SW HILLVIEW TERRACE
SW VERMONT ST
SW NEWTON CT
SW TOWER LANE
SW WEST GATE WAY
SW ROSEWOOD WAY
SUNSET LANE
SW COPEL RD
SW CRESTDALE
SW LAURELWOOD
SW BROADMOOR TERRACE
SW NEWTON PL
SW STUDLER LN
SW TOWER CIRCLE
SW WEST GATE CIRCLE
SW WESTCHESTER DR
SW WESTMOOR DR
SW WESTMOOR PL
SW WESTMOOR TERRACE
SW WESTMOOR WAY
SW WESTWOOD DR
SW WESTWOOD PL
SW WESTWOOD TERRACE
SW WESTWOOD WAY
SW WESTWOOD CIRCLE
SW WESTWOOD COURT
SW WESTWOOD LANE
SW WESTWOOD AVE
SW WESTWOOD HILL DR
SW WESTWOOD HILL PL
SW WESTWOOD HILL TERRACE
SW WESTWOOD HILL WAY
SW WESTWOOD HILL CIRCLE
SW WESTWOOD HILL COURT
SW WESTWOOD HILL LANE
SW WESTWOOD HILL

1

2

TYPICAL VIEWS
Beaverton-Hillsdale Highway - West of Portland

1. Looking east on ORE10 from 100 feet west of S.W. 78th Avenue
2. Looking west on ORE10 from 100 feet east of S.W. 78th Avenue
3. Looking north on S.W. 78th Avenue from 100 feet south of ORE10
4. Looking south on S.W. 78th Avenue from 100 feet north of ORE10

3

4

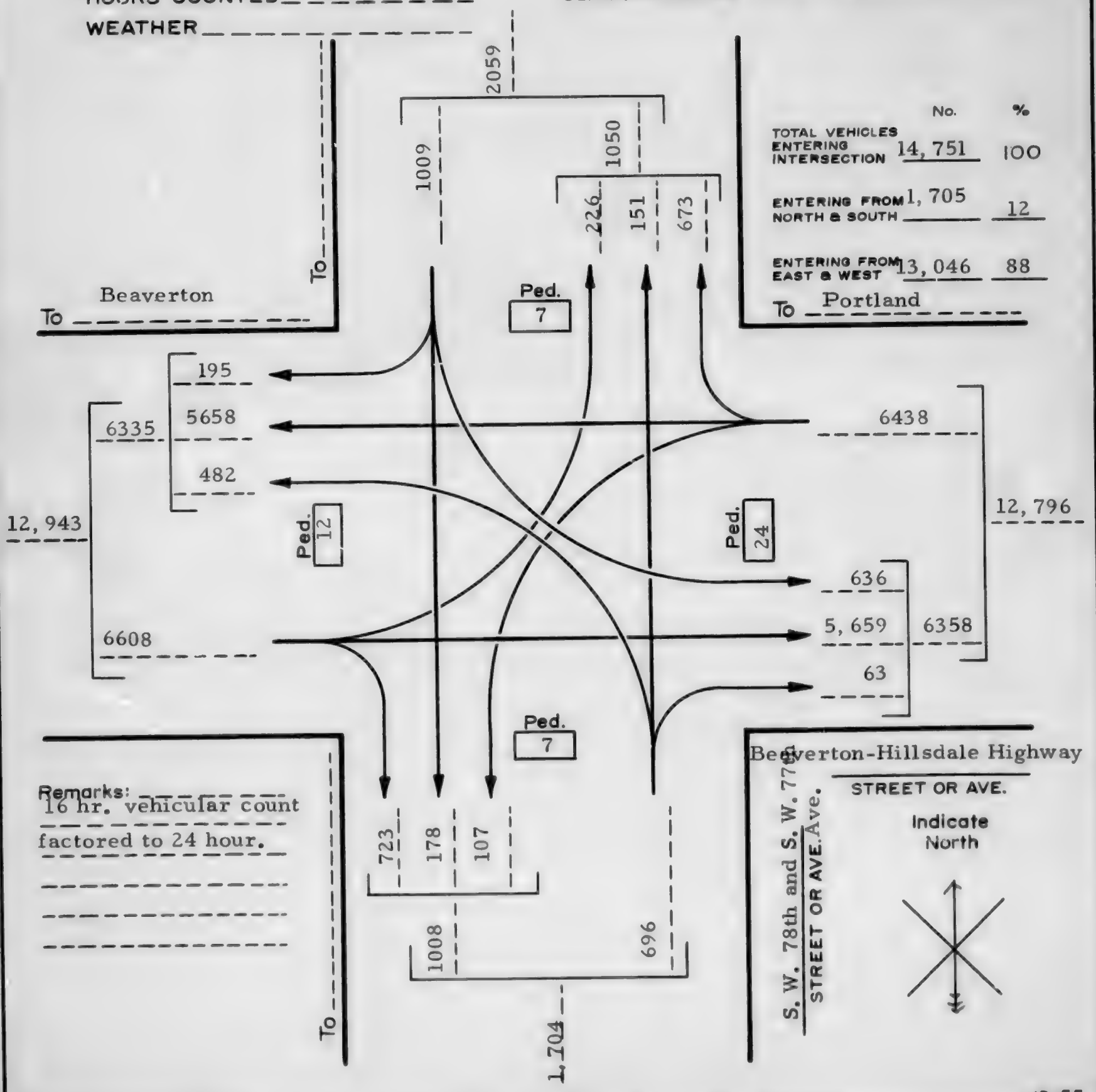
TYPICAL VIEWS
Beaverton-Hillsdale Highway - West of Portland

1. Looking east on ORE10 from 100 feet west of S.W. 78th Avenue
2. Looking west on ORE10 from 100 feet east of S.W. 78th Avenue
3. Looking north on S.W. 78th Avenue from 100 feet south of ORE10
4. Looking south on S.W. 78th Avenue from 100 feet north of ORE10

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 15, 16, 1961
DAY OF WEEK Tues. & Wed.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER

CITY OF Washington County
INTERSECTION OF Beaverton-Hillsdale Highway
AND SW 78th Avenue
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	14,751	100
ENTERING FROM NORTH & SOUTH	1,705	12
ENTERING FROM EAST & WEST	13,046	88

Remarks:
16 hr. vehicular count factored to 24 hour.

12-55

Form E-40—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... August 15, 16, 1961
Day of week ..... Tues. & Wed.
Hours counted .....
Weather .....
Classification ..... All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00– 7:00	16	9	4	4	2	-	296	242	7	-	2	-	582	22	4	560	9
	7:00– 8:00	29	8	3	6	9	-	321	314	6	1	-	1	698	43	6	655	9
	8:00– 9:00	64	22	13	9	2	1	274	249	5	2	2	2	645	84	13	561	8
	9:00–10:00	35	21	7	14	5	3	263	202	8	2	16	14	590	66	11	524	8
	10:00–11:00	22	21	11	10	19	8	268	259	9	3	44	21	695	84	12	611	8
	11:00–12:00	30	34	11	16	10	9	306	288	5	5	27	20	761	85	11	676	8
	12:00– 1:00	38	36	19	13	11	6	287	294	8	6	53	50	821	130	16	691	8
P.M.	1:00– 2:00	47	24	16	21	11	10	326	325	3	5	41	22	851	111	13	740	8
	2:00– 3:00	29	46	8	8	8	12	293	316	11	5	40	31	807	93	12	714	8
	3:00– 4:00	39	42	13	12	13	10	349	469	12	5	49	26	1039	106	10	933	9
	4:00– 5:00	50	88	16	10	16	13	496	609	2	3	49	33	1385	131	9	1254	9
	5:00– 6:00	47	64	16	22	16	14	481	434	8	2	57	41	1202	136	11	1066	8
	6:00– 7:00	34	60	7	15	7	18	330	298	2	2	75	41	889	109	12	780	8
	7:00– 8:00	40	57	16	14	16	11	363	332	1	3	92	41	986	127	13	859	8
	8:00– 9:00	33	53	7	20	7	10	273	265	6	6	76	58	814	121	15	693	8
	9:00–10:00	25	27	10	11	10	12	218	249	4	7	34	38	645	102	16	543	8
	10:00–11:00																	
	11:00–12:00																	
	12:00– 1:00																	
A.M.	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total .	636	673	195	226	178	151	5658	5659	107	63	723	482	14751	1705	12	13046	8
	....-Hour total .																	
	....-Hour total .	578	612	177	205	162	137	5144	5145	97	57	657	439	13410	1550	12	11860	8
	Control . . .																	
	Factor . . .																	

16

S. W. 78th Avenue ..... St. is North and South
Beaverton-Hillsdale Hwy. ..... St. is East and West

Tab
Cor
Ch
Ch

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Washington County
Intersection Beaverton-Hillsdale Highway & S. W. 78th Avenue
Station number
Code number

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS USING CROSSWALKS: North	East	West	South
-	2	-	582	22	4	560	96					-	-	-	-
1	-	1	698	43	6	655	94					-	-	-	7
2	2	2	645	84	13	561	87					-	7 -	-	-
2	16	14	590	66	11	524	89					-	-	-	-
3	44	21	695	84	12	611	88					-	5 2	-	-
5	27	20	761	85	11	676	89					4	3 8	-	-
6	53	50	821	130	16	691	84					-	4	-	1
5	41	22	851	111	13	740	87					1	2 5	4	-
5	40	31	807	93	12	714	88					1	-	-	-
5	49	26	1039	106	10	933	90					-	8 -	-	1
3	49	33	1385	131	9	1254	91					-	6 1	-	3
2	57	41	1202	136	11	1066	89					-	1 4	7	-
2	75	41	889	109	12	780	88					1	-	1	1
3	92	41	986	127	13	859	87					-	-	-	-
6	76	58	814	121	15	693	85					-	-	-	-
7	34	38	645	102	16	543	84					-	-	-	-
63	723	482	14751	1705	12	13046	88	2059	12796	12943	1704				
57	657	439	13410	1550	12	11860	88	1871	11633	11767	1549	7	24	12	7

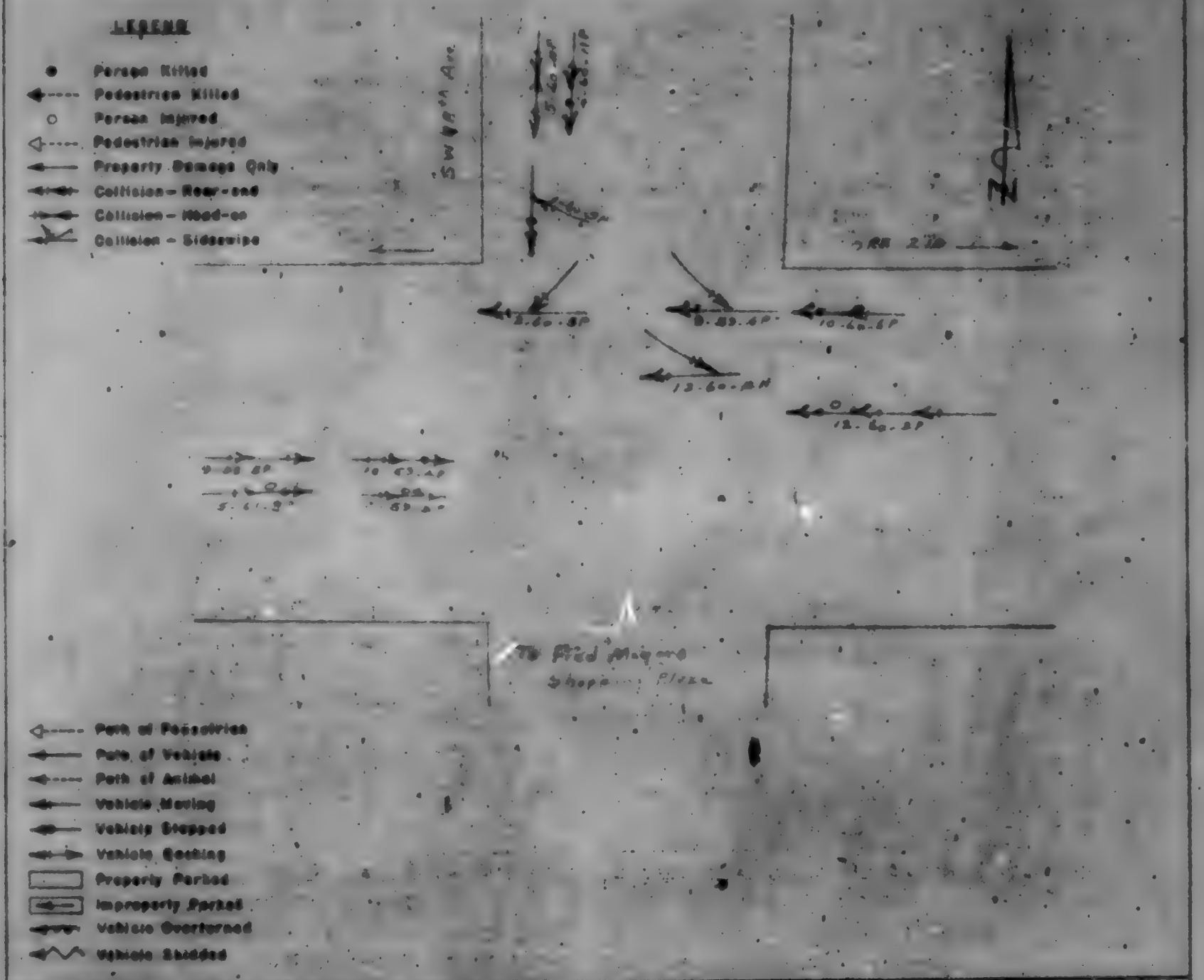
outh
Vest

Tabulated by
Computed by
Checked by
Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of E. of Beaverton County Washington
Intersection of Beaverton-Hillsdale Hwy and S.W. 76th Ave
Highway Number 60 (OR 10) M.P. 2.75
Period Covered 1-1-58 to 6-30-61
Compiled by VBC Drawn by _____ Date 8-17-61



Collision Type	1958				1959				1960				6 Mos 1961				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end			1	1		1	1	2		1	2	3		1		1		2	5	7
Sideswipe																				
Turning Movement							1				3	3							4	4
Parking																				
Non-colliding																				
Fixed Object																				
Pedestrian																				
Backing												1							1	1
Misc.																				
TOTAL	-	-	1	1	-	1	2	3		1	6	7	-	1	-	1		2	10	12

FORM E-20 50M 9-61 84207

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 19, 1961

SUBJECT: Traffic Signal Investigation
S.W. 78th Avenue-West of Portland
ORE10 - Hwy. No. 40 - M.P. 2.75

To:
Mr. Val Johnson
Traffic Control Engineer
Salem, Oregon

Attached are two copies of a report on the above subject, as well as related correspondence.

You will recall that we studied this intersection about this same time last year and, in lieu of signalization, the speed zone was reduced from 50 to 35 MPH.

Since that time, vehicle volumes have increased to the point where traffic signals are warranted and it is likely that they will continue to increase, what with the rapid population increases now under-way in this section of Washington County. For these reasons, a signal is recommended.

You will note that I have refrained from specifying the type of signal which should be used. I did this because I felt that you may not wish to install actuated equipment if it is decided to interconnect the signals in this vicinity. Interconnection to form a progressive signal system would, of course, be very desirable; however, the signals at Scholls Ferry Road and Oleson Road may not be adaptable to such a program. If a signal is approved at S.W. 78th Avenue, and actuated equipment is used, it will be necessary to either install a short section of concrete snake in Fred Meyer's driveway to protect the pad from false actuations, or resort to some type of overhead radar or sound detector.

I should mention that I have not contacted either of the parties who have written letters on this matter, because: Mr. Darrel Johnson has discussed this with Mr. Al Johnson, Division I Engineer, on a couple of occasions and Al has advised him that a study was underway and that he would be contacted again when a decision had been reached.

It would be appreciated if early attention could be given to this report, because there are a number of persons in the Broadmoor Area interested in the outcome.

Dennis L. Peterson
Division Traffic Engineer

DLP:b
Encl.
cc A. E. Johnson

NOTED
TRAFFIC CONTROL
ENGR.

RECEIVED
SEP 21 1961
TRAFFIC ENGINEERING

FORM S-128

COMMISSIONERS
M. E. McIVER, CHAIRMAN
PORTLAND
KENNETH H. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERRY, SECRETARY
SALEM

W. J. WILLIAMS
STATE HIGHWAY ENGINEER
ROBERT COMBES
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
P. O. Box 4697, Sellwood Station
Portland, Oregon

September 14, 1961

Mr. Darrel L. Johnson
Attorney At Law
Pacific Building
Portland 4, Oregon

Dear Mr. Johnson:

Reference is made to your letter of September 13, 1961 regarding a requested traffic signal at S.W. 79th and Barbur-Beaverton Highway. I apologize to you for neglecting to keep you informed of the progress of our investigations concerning your request.

In the investigation for a proposed traffic signal, it is necessary to take traffic counts and make studies of local conditions which are then analyzed and compared against national warrants for signals. These counts have now been completed and are being studied and compared against national warrants. Our final report will be completed in about one week, and will then be presented to our Salem office and the Highway Commission for final decision. At that time you will be contacted and advised of any decision decided upon.

Very truly yours,

A. E. JOHNSON
Division Engineer

AEJ:b
cc: Bruce Crandall
Dennis Peterson
R. P. Hanley

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 26th, 1961

SUBJECT: Request for Traffic Signal
Beaverton-Hillsdale Highway at
S. W. 76th Avenue

To: Dennis L. Peterson
Division Traffic Engineer
O f f i c e

Enclosed herewith are letters from Mr. Errol Russell, Deputy Superintendent of Washington County District No. 48, and Mr. Darrel L. Johnson, attorney, requesting a traffic signal at the intersection of S. W. 76th Avenue and the Beaverton-Hillsdale Highway. Reasons for the requested traffic signal are contained in the enclosed letters.

Mr. Darrel Johnson advised me that a petition has been circulated in the Broadmoor area, however I advised him that it would not be necessary to submit a petition; that we would conduct an investigation and advise him.

For your information, I enclose a copy of a letter from Mr. G. S. Parsons to a Mr. Victor G. Atiyah dated October 3, 1960, indicating that an investigation for the same purpose was conducted at that time, and that this investigation disclosed that the installation of signals was not warranted. It is possible you may wish to get information concerning this investigation. Will you please determine if a signal is warranted at this time and advise.

A. E. JOHNSON
Division Engineer

AEJ:w
Encl.
cc: T. E. Grumdell
R. P. Hartley

PENDERGRASS, SPACKMAN, BULLIVANT & WRIGHT
ATTORNEYS AT LAW
PACIFIC BUILDING
PORTLAND 4, OREGON
CAPITOL 8-6251

V V PENDERGRASS
CHAS R SPACKMAN, JR
D H BULLIVANT
CHARLES S WRIGHT
DARRELL L JOHNSON
WALTER D PENDERGRASS
JOHN L HOFFMAN
PATRICK FORD
RICHARD E HINDSLEY
DOUGLAS G POWERS

July 18, 1961

Mr. A. E. Johnson
Division Engineer
State Highway Department
P. O. Box 4699
Portland 2, Oregon

Re: Traffic Sign at Southwest 78th and
Bertha-Beaverton Highway

Dear Mr. Johnson:

This is to confirm and supplement our recent telephone conversation in which I suggested to you the advisability of placing a progressive traffic signal at the intersection of Southwest 78th and Bertha-Beaverton Highway, which is the entrance to the Broadmoor area, in which I reside.

A petition has been circulated throughout a portion of the Broadmoor area requesting that such a traffic signal be installed to overcome the hazards that the residents of the area now experience in leaving the Broadmoor area and entering upon the Bertha-Beaverton Highway. It should be noted that an exit from the Broadmoor area is rather difficult because of the foliage on both sides of Southwest 78th restricting the view in both directions. Further, as I am sure it is well known to you, Bertha-Beaverton is an extremely heavily traveled highway at a comparatively rapid rate of speed. There are times, upon leaving Broadmoor, when it is extremely difficult to gain access to the highway.

However, the most important reason for this traffic signal is for the protection of the school children who use the intersection. There is a traffic signal at Laurelwood and Bertha-Beaverton Highway, but this is not the best way for the children of the Broadmoor area to reach the Raleigh School. I have checked with the appropriate school authorities and I am advised that there are approximately 120 students that use the intersection of 78th and Bertha-Beaverton Highway each day that school is in session. This would include students passing through there on school buses, students who are walking, and students who are using their bicycles. I am further advised that the school buses, which make approximately eight trips per day, regularly use this intersection, traveling through the Fred Meyer parking lot and on to the Raleigh School.

Mr. A. E. Johnson -2- July 18, 1961

From personal experience I can tell you that I have frequently, during the school year, sat in my car at the intersection of 76th and Berthe-Beaverton Highway and watched the students wait for many, many minutes before there is an appropriate break in traffic enabling them to cross Berthe-Beaverton Highway. Even then I am constantly in fear that these students are jeopardizing their life and limb while crossing the highway. Most of them push their bicycles across and it is always possible that they might fall down, become entangled in their bicycles, and then suffer serious injury or death. I have talked with some of the School District 48 authorities and I fully believe that they are completely in accord with the philosophy expressed in this letter and the request contained herein. I further believe, if necessary, that we could procure the signatures of most of the residents of the Broadmoor area on any appropriate petition. In our telephone conversation you indicated to me that this would not be necessary at this particular time.

With the above thoughts in mind I, as a resident of the Broadmoor area, encourage the State Highway Department to put a traffic signal at the intersection of Southwest 76th Avenue with the Berthe-Beaverton Highway as a protection to the school children that cross the highway and as a convenience to the adults who use the highway. I would be more than happy to cooperate with you or any representatives of your staff in making any appropriate investigation necessary.

Very truly yours,

Darrel L. Johnson

DLJ:jk

School District No. 48

BOARD OF DIRECTORS
[illegible]

WASHINGTON COUNTY
BEAVERTON, OREGON
PHONE [illegible]

[illegible]

July 18, 1961

Mr. A. E. Johnson
Divisional Engineer
State Highway Department
P. O. Box 4692
Portland 2, Oregon

Dear Mr. Johnson:

I am writing you this letter to ask you how our school district could proceed in bringing the need for a traffic control signal at a busy intersection to the attention of the State Highway Department.

During the school year, we are extremely concerned about the traffic hazard at the intersection of S. W. 76th Street and Beaverton Hillsdale Highway. We have many youngsters who must cross the highway at this point and we have many school buses that turn onto and off of Beaverton Hillsdale Highway at this street.

We should appreciate any information concerning this problem that you can give us.

Sincerely yours,

SCHOOL DISTRICT NO. 48

Errol Hassell
Deputy Superintendent

EH:mh

1-8322 Dooley Mtn. Rock Prod. Proj. 1962
Baker-Unity Hwy.
#6051

RECEIVED
SEP 4 1962
FOR FILING

6051

September 4, 1962

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On August 28, 1962 you were notified of the release of final payment on Contract No. 6051, for rock production on Dooley Mountain Section of Baker-Unity Highway, Baker County, awarded to N. A. Toole Construction Company.

Final payment on this contract is $1,011.80 and the total contract amount is $33,726.54. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: N. A. Toole Construction Co.
1235 S. W. 2nd Avenue
Ontario, Oregon

RECEIVED
AUG 28 1962
FOR FILING

August 24, 1962

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6251, awarded to N. A. Tools Construction Company, for rock production on Dooley Mountain Section of Baker-Unity Highway, Baker County, was completed July 11, 1962, and was accepted by the Highway Commission on August 17, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before September 5, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: N. A. Tools Construction Co.
Forrest Cooper
R. L. Porter
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
AUG 29 1962
FOR FILING

6051

August 27, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed July 11 on Contract 6051. The contract was with H. A. Toole Construction Company and was rock production on the Dooley Mountain Section of the Baker-Unity Highway in Baker County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective August 27, and that you concur in this action at the Commission meeting on September 20.

It is assumed that if you have no objections to this procedure, and that you do not advise me to the contrary, I may consider that the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young

RLP:ajw hlb

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 10, 1962, 19

Section Dooley Mountain

Highway Baker-Unity County Baker

Contractor N.A. Toole Construction Co.

Date of contract March 2, 19 62

Date work started March 29, 19 62

Project authorization . . . . . $ 36,900.00

Exclusive of engineering . . . . $ 34,276.00

Engineering authorization . . . . $ 2,624.00

Engineering cost to date $ 600.00, 23 %

Kind of work Rock Production

Section prefix 1-8322

Contract number 6051

Specified work days 45

Work days used 31

Per cent of time elapsed 69 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 34,276.00

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed July 11, 1962, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Final estimate sent to La Grande, Tuesday, August 7, 1962.

This is the final report.

RECEIVED
R. L. BAKER
AUG 13 1962

Signed R.R. Cameron Res. Engr.

R.R. Cameron

Address P.O. Box 269, Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			0.5		
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			8,000		
Total quantities corrected to date			8,000		
Estimated quantities moved or placed to date			8,000		
Average daily quantities			0		
Average daily quantities necessary to complete project on time			0		
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Fair		
Saturday			

RECEIVED
APR 16 1962

FORM 12-125
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 13, 1962

6051

N. A. Toole Const. Co.,
1235 SW 2nd Avenue
Ontario
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contr act #6051, awarded March 2, 1962, for the Dooley Mt. Rock Production Project on the Baker-Unity Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
APR 2 1962
FOR FILING

6051

March 30, 1962

N. A. Toole Const. Co.,
1235 SW 2nd Avenue
Ontario
Oregon

Gentlemen:

On March 9th we forwarded to you three copies of contract #6051, which was awarded to you March 2, 1962, for the Dooley Mt. Rock Production Project on the Baker-Unity Highway in Baker County.

Will you please return the two copies of the contract to this office with the needed signatures on both the Contract and Bond pages, as no payments can be made on this contract until these copies are completely executed.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
MAR 13 1962
ENGINEERING

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6111

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

March 9, 1962

N. A. Toole Const. Co.,
1235 SW 2nd Avenue
Ontario
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6051, awarded March 2, 1962, for the Dooley Mt. Rock Production Project on the Baker-Unity Highway in Baker County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin March 21, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: L. H. Young
A. F. Parsons
Res. Engineer
Frank Morgan

RECEIVED
MAR 5 1962
FOR FILING

March 2, 1962

[illegible] Tools Construction
[illegible] "2nd" Ave.
[illegible], Oregon

Gentlemen:

The State Highway Commission on March 2, 1962 awarded to you State Highway Contract No. [illegible] for the Dooley Mountain Rock Production Project on the Baker-Unity Highway in Baker County.

This award was based on your bid of $32,800.00, which was identical with a bid submitted by Arthur Simonsen & Co. to the Commission on February 26, 1962 for this project. The award to you was made by the flip of a coin. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

S-255(5) N.E. 122nd Ave. Struct., Grad. 1962
& Pav. of Sandy Blvd. & U.P.R.R.
#6052 O'Xing

RR-595

C&A 2472

RECEIVED
OCT 12 1964
FOR FILING

6052

October 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of supplemental agreement PUX 434, Right of Way File No. 35156 dated July 14, 1964 with the Union Pacific Railroad Company relative to construction of the Sandy Blvd. and UPRR Undercrossing Section, Project No. S-255(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:mb

RECEIVED
OCT 12 1964
FOR FILING

6052

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1964

To: Mr. Floyd Query, Secretary
State Highway Commission
O f f i c e

SUBJECT: Supplemental Agreement
Pux 434 - R/W File No. 35156-
N. E. 122nd Avenue, Kenton Line
Extension of time
Union Pacific Railroad Company
Multnomah County

Attached please find fully executed copy of a supplemental agreement relative to the above-titled matter. This agreement amends one of August 29, 1962, to give the State and County additional time to complete construction of an undercrossing of the Railroads' Kenton Line and right of way for N. E. 122nd Avenue.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encl.

cc: R. L. Porter (1)
Ivan Merchant (1)
F. D. Morgan (2)
I. A. DeFrance (1)
A. E. Johnson (2)
J. W. Nash (3)
C. H. Maison (1)
Earl F. Saling (1)
Ted Litchfield (1)

NOTED
FLOYD QUERY

RECEIVED
JUL 27 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-25(15)

6-52

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 24, 1964

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon

Attention: Mr. G. H. Baker
Superintendent

Re: Supplemental Agreement
Pux 434 - N. E. 122nd Avenue,
Kenton Line
Extension of time
Multnomah County

Dear Mr. Baker:

Please find attached triplicate originals of a supplemental agreement relative to the above-entitled matter which have been executed by the Highway Commission. Please secure the signatures of the proper railroad officials and return one fully executed copy to this office, forward one to the County, and retain one for your permanent files.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encls.

cc: R. L. Porter

County of Multnomah
Board of County Commissioners
County Courthouse
Portland, Oregon 97204

RECEIVED
JUL 27 1964
OFFICE OF
RIGHT-OF-WAY ENGINEER

RECEIVED
JUL 10 1964
FOR FILING

MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

6052

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204

July 8, 1964

REFERRED TO
Forrest Cooper
BY SECRETARY

REFERRED TO
L. Litchfield
OF DEPUTY STATE HIGHWAY ENGR.

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Sirs:

We are transmitting herewith copy of Order of the Board of County Commissioners dated July 1, 1964 in the matter of the execution of a Supplemental Agreement with Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the State of Oregon, acting by and through the State Highway Commission, for extending the time for completion of work on the undercrossing under the railroad tracks at N. E. 122nd Avenue and Sandy Boulevard in Multnomah County, Oregon.

We are also enclosing herewith agreement in triplicate which has been executed by the Board of County Commissioners. Upon execution by the State Highway Department, the three copies will be forwarded to the Railroads for completion. They will then furnish the County and the State a completed copy of said agreement.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Klecker
Clerk of Board

ja
Enc - 1 copy Order
3 copies Agreement

Orig to Litchfield
with encls.
7-9-64

BU

RECEIVED
APR 13 1964
FOR FILES

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Hwy. Engr.
Salem, Oregon
Attention: Mr. C. H. Maison, Comptroller

April 8, 1964
Original signed by
L. R. Backlund

A. W. Parsons
Division Engineer
Salem, Oregon

By: L. R. Backlund
Admin. Manager

08-35.5

Request for Courtesy Audit
Union Pacific Railroad
Oregon Project S-255(5), U'xing of Sandy Blvd., Contract 6052

Your memorandum of April 1, 1964, requesting an audit, and related papers submitted therewith, are returned for clarification. In accordance with the requirements of PPM 30-3 one complete and final billing is to be submitted by the railroad for audit purposes. The billing submitted indicates a first progressive billing in the amount of $14,414.81.

We note that on the fiscal review sheet the total amount shown on the billing is $14,020.93. Apparently part of this bill is related to some other Federal-aid project or is State work. Clarification on this should also be furnished.

Before we submit this bill for audit would you please advise if there are other indications from the railroad that instead of this being the first billing, this is the complete and final bill. We note that the billing covers the period ending in October 1963, and in the papers included with your submission we note a report that the contract was completed in October 1963, which should indicate that these costs are all that are involved. Would you please clarify these matters before we submit the bill to our Nebraska Division for audit.

Attachment

RECEIVED
APR 9 1964
C. L. PORTER

Original to Maison
with attachment
4-8-64

cc Young
4-13-64

RECEIVED
MAR 12 1964
FOR FILING

March 10, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $1,776.19 will be made to Birkemeier Const. Co., on contract #6652 for structures-grading-paving the RR Undercrossing at Sandy Blvd., on NE 122nd Avenue (Portland) in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $224,726.77, including the post-final payment. Of the total, $1,859.39 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Birkemeier Const. Co.,
14511 SE River Road
Milwaukie 22, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JAN 21 1964
FOR FILING

January 21, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On October 28, 1963, we wrote to you concerning release of final payment on contract #6052, awarded to Birkemeier Const. Co., for structures-grading-paving the RR Undercrossing at Sandy Blvd., on NE 122nd Avenue (Portland) in Multnomah County.

Final payment on this contract is $13,596.13 and the total contract amount is $222,950.58, including $1,859.39 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Birkemeier Const. Co.,
14511 SE River Road
Milwaukie 22, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
DEC 5 - 1963
FOR FILING

December 4, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on contract #6052 for structures-grading-paving the RR Undercrossing at Sandy Blvd., on NE 122nd Avenue (Portland) in Multnomah County, will be released to the contractor, Birkemeier Const. Co., immediately.

This payment of $3,710.13 reduces the retained percentage to $15,000.00.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Birkemeier Const. Co.,
14511 SE River Road
Milwaukie 22, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 28 1963
FOR FILING
6152

October 28, 1963

Oregon State Highway Commission-

Gentlemen:

Work was completed October 14 on Contract 6052. The contract was with the Birkemeier Construction Company for work on the undercrossing on Sandy Boulevard and the Union Pacific railroad on N. E. 122nd Avenue in Portland, Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 28, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

Surety letter written 10/28/63

FORM E-30 ROM 3-62 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1963

SUBJECT: Undercrossing Sandy Blvd.-UPRR
N. E. 122nd Avenue in Portland
Multnomah County
Contract No. 6052

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
O F F I C E

Birkemeier Construction Company completed work on Contract No. 6052, Undercrossing Sandy Blvd. and UPRR on N. E. 122nd Avenue in Portland, Multnomah County on October 14, 1963.

This contract is ready for acceptance by the Commission.

This is a Federal-aid Secondary project and does not require final inspection nor concurrence and acceptance by the Bureau.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

CAG/mm

NOTED
P. M. STEPHENSON

RECEIVED
OCT 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1963
FOR FILING

October 28, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6052 awarded to Birkemeier Const. Co., for structures-grading-paving the RR Undercrossing at Sandy Blvd., on NE 122nd Avenue (Portland) in Multnomah County, was completed October 14, 1963, and accepted by the Highway Commission on October 28, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 4, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Birkemeier Const. Co.,
14511 SE River Road
Milwaukie 22, Oregon

cc: L. H. Young
C. H. Matson
Attn.: John Herr

RECEIVED
OCT 31 1963
FOR FILING

5-3-55 (5)

6052

Salem, Oregon
Sept. 5, 1963

Contract No. 6052
Birkemeier Construction Co.
N. E. 122nd Ave. & UPRR O'crossing
Multnomah County

Mr. Ted Litchfield
Utilities Liaison Engineer
Construction Division
Salem

Attached is copy of Endorsement No. 3 to United Pacific Insurance Company Policy RRP 1373, which extends to October 16 1963, insurance coverage on the above contract.

We would appreciate receiving copy for our insurance file in this office.

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. R. L. Porter

fp

MANSFIELD & CO.

1975 S. W. FIFTH AVE. ● PORTLAND 1, OREGON

SURETY BONDS
GENERAL INSURANCE
CA 8-0191

A. G. MANSFIELD
CAPITOL 2-7032
CHARLES A. MANSFIELD
CAPITOL 3-2300
L. W. NEFF
ATLANTIC 1-6270
J. P. BARNES
ATLANTIC 6-1302
HILARY L. KENNEDY
PROSPECT 5-4858

September 3, 1963

File Ref. D 322 - 0 - 18

G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N/ Larabee Avenue
Portland 17, Oregon

In Re: BIRKEMEIER CONSTRUCTION CO.
Oregon State Highway Contract #6052
NE 122nd Avenue and UPRR Undercrossings
Multnomah County

Dear Sir:

We are enclosing endorsement extending the term of Policy #RRP-1373, railroad protective policy issued to you in connection with the above captioned contract. The term of the policy is now extended to October 16, 1963.

This endorsement should be attached to the above mentioned policy which is now on file in your office.

We hope this completes your file.

Yours very truly,

MANSFIELD & CO.

N
Enc.

CC - Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Board of County Commissioners
Multnomah County - Attention: Mr. Wheatley

Birkemeier Construction Co.
14511 SE River Road, Milwaukie, Oregon

RECEIVED
SEP - 4 '63
STATE HIGHWAY COMMISSION

FORM E-30 50M 7-60 29399

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1962

To: Mr. Cecil Gardner
Bridge Division
Salem

SUBJECT: Contract No. 6052
Birkemeier Construction Co.
N. E. 122nd Ave. & UPRR Undercrossings
Multnomah County

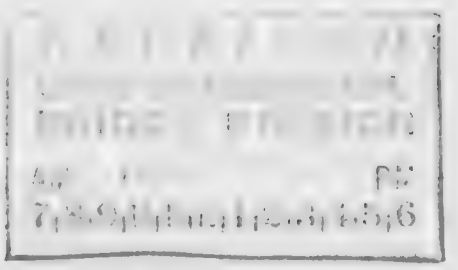
Attached for processing and approval is a copy of an endorsement to Policy No. RRP 1373 of United Pacific Insurance Company in connection with the above contract. This endorsement amends certain items in the policy, which we are attaching also for comparison purposes.

Upon completion, we would appreciate receiving the copies for our insurance file.

Floyd Young
Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC: Mr. G. S. Paxson
fp



MANSFIELD & CO.

SURETY BONDS—GENERAL INSURANCE

1975 S. W. FIFTH AVENUE TELEPHONE CA 8-0191

PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7032

L. W. NEFF
ATLANTIC 1-6378

J. P. BARNES
ATLANTIC 8-1302

HILARY L. KENNEDY
PROSPECT 5-4983

March 30, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

In Re: Contract #6052 - Birkemeier Construction Co.
NE 122nd Avenue and UPRR Undercrossings,
Multnomah

Dear Mr. Query:

We are enclosing copy of endorsement which has been filed with the Union Pacific Railroad Company for attachment to United Pacific Insurance Company policy RRP-1373, which was issued in connection with the above work. A copy of that policy was sent to you. This complies with the railroad's request of March 29, a copy of which was sent you.

Yours very truly

Lillian Strong

N
Enc.

MANSFIELD & CO.

CC - Birkemeier Construction Co.

Mr. Wheatley - Board of County Commissioners
Multnomah Couanty

Clc, please handle
76

NOTED
C. W. HEAD

RECEIVED
APR 2 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1963

SUBJECT: Contract No. 6052
Birkemeier Construction Co.
N. E. 122nd Ave. & UPRR Overcrossing
Multnomah County

To: Mr. C. A. Gardner
Bridge Division
Salem

Attached for approval is copy of Endorsement No. 2 to United Pacific Insurance Co. Policy RRP 1373, extending the expiration date of insurance on the above contract from March 16, 1963 to September 16, 1963. (OWRR &N and UP Railroad Company, assured).

We would appreciate copy for our insurance file.

Floyd Quenzy
Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. R. L. Porter
fp

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 11 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

MANSFIELD & CO.

1975 S. W. FIFTH AVE. ● PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7032
CHARLES A. MANSFIELD
CAPITOL 3-2309
L. W. NEFF
ATLANTIC 1-8278
J. P. BARNES
ATLANTIC 8-1302
HILARY L. KENNEDY
PROSPECT 5-4953

March 8, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

In Re: Contract #6052 - Birkemeier Construction Co.
Contract for construction of NE 122nd Avenue
and UPRR Undercrossings, Multnomah County

Dear Mr. Query:

We are enclosing copy of our letter to Mr. G. H. Baker, Superintendent, Union Pacific Railroad Company, with which letter we enclosed endorsement extending the term of the railroad protective policy filed in connection with the above contract.

This is for the completion of your files.

Yours very truly

MANSFIELD & CO.

N
Enc.

Cec, please handle
16

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 14 1963 PM
7 8 9 10 11 12 1 2 3 4 5 6

MANSFIELD & CO.

1975 S. W. FIFTH AVE. ● PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7033
CHARLES A. MANSFIELD
CAPITOL 3-2309
L. W. NEFF
ATLANTIC 1-8278
J. P. BARNES
ATLANTIC 8-1302
HILARY L. KENNEDY
PROSPECT 5-4853

March 7, 1963

File Ref. D 322 - 0- 18

G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

In Re: BIRKEMEIER CONSTRUCTION CO.
Oregon State Highway Contract #6052
NE 122nd Avenue and UPRR Undercrossings
Multnomah County

Dear Sir:

We are enclosing endorsement extending the term of the railroad protective policy, number RRP-1373, issued to you in connection with the above contract from March 16, 1963, to September 16, 1963.

This endorsement should be attached to the above mentioned policy which is on file in your office.

We hope this completes your file.

Yours very truly

MANSFIELD & CO.

N
Enc.

CC - Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Board of County Commissioners, Multnomah County - attention: Mr. Wheatley

Birkemeier Construction Co.
14511 SE River Road, Milwaukie, Oregon

BRIDGE DIVISION
AM PM
7 8 9 10 11 12 1 2 3 4 5 6

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

MARCH 4, 1963

File Ref. D 322 - 0 - 18

Mr. P. C. Northrop,
Roadmaster and Engineer
County of Multnomah
2115 S.E. Morrison
Portland 14, Oregon

Attn: Mr. Kenneth H. Wheatley,
Bridge Engineer

Dear Sir:

This is to advise that United Pacific Insurance Company policy RRP-1373 providing railroad protective insurance on behalf of Birkemeier Construction Company in connection with construction of the N. E. 122 Avenue undercrossing of Sandy Boulevard and Union Pacific Railroad, will terminate MARCH 16, 1963.

Will you kindly arrange for extension to this expiring policy or similar insurance for length of time necessary to complete the project.

Yours very truly,

G. H. Baker

cc: Mr. Ivan D. Marchant,
Bridge Engineer
Oregon State Highway Department
Salem 10, Oregon

Birkemeier Construction Company
14511 S. E. River Road
Milwaukie, Oregon

Mansfield & Co.
1975 S. W. Fifth Avenue
Portland, Oregon

[illegible] T.
[illegible] DIVISION
AM [illegible] PM
[illegible]

FORM E 50 BOM 7-60 20385

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1962

SUBJECT: Contract No. 6052
Birkemeier Construction Co.
N. E. 122nd Ave. and UPRR Undercrossings
Multnomah County

To: Mr. Cecil Gardner
Bridge Division
Salem

Attached for processing and approval are copies of the following insurance, expiring 3-16-63, in connection with the above contract:

Policy No. RRP 1373 of United Pacific Insurance Company, OWR&N and UP being the assured. We assume that you will send this policy to the railroad company, as usual.

Policy No. CLP 47001 of United Pacific Insurance Company.

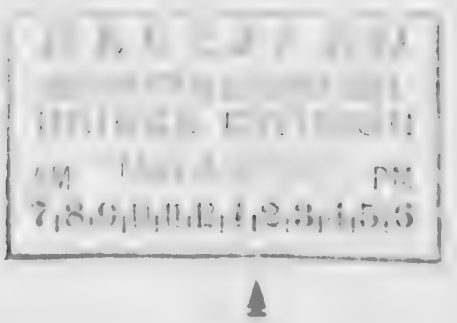
Upon completion, we would appreciate receiving the necessary copies for our insurance file.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
C. W. Head, Asst. Secretary

Enc.

cc Mr. G. S. Paxson
fp



MANSFIELD & CO.

SURETY BONDS—GENERAL INSURANCE

1975 S. W. FIFTH AVENUE TELEPHONE CA 8-0191

PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7032

L. W. NEFF
ATLANTIC 1-6278

J. P. BARNES
ATLANTIC 8-1302

HILARY L. KENNEDY
PROSPECT 5-4953

March 27, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

In Re: Contract #6052 - Birkemeier Construction Co.
NE 122nd Avenue and UPRR Undercrossings,
Multnomah County

Dear Mr. Query:

Supplementing our letter of yesterday, we now enclose copy of the railroad protective policy which has been filed with the Union Pacific Railroad Company and a copy of the comprehensive liability policy which the above contractor carries on his various operations.

We hope these enclosures will meet with your approval. If there is any question about the coverage, will you please contact us?

Yours very truly

Lillian Strong

MANSFIELD & CO.

N

CC - Birkemeier Construction Co.

Multnomah County - Road Department
Attention: Mr. Wheatley

NOTED
C. W. HEAD

RECEIVED
MAR 28 1962
OREGON
STATE HIGHWAY COMMISSION

COMPREHENSIVE LIABILITY POLICY

UNITED PACIFIC
Insurance Company

Policy Number CLP 47001

)BIRKEMEIER CONSTRUCTION CO., A CO-PARTNERSHIP
TITY CONSISTING OF DAN BIRKEMEIER & RICHARD
RKEMEIER, (2)DAN BIRKEMEIER & (3) RICHARD
RKEMEIER

WAUKIE, OREGON

3-1-62 (MONTH-DAY-YEAR) to 3-1-63 (MONTH-DAY-YEAR) at 12:01 A.M.

rd time at the address of the named insured as stated herein
urance afforded is only with respect to such and so many of the

I HEREBY CERTIFY THAT THIS IS A TRUE COPY OF THE ORIGINAL POLICY.

SIGNED _____
VAL T. WEBBER
ASST. VICE-PRES.

Please Read Your Policy

MANSFIELD & CO.
SURETY BONDS - INSURANCE
Phone: CApital 8-0191
1975 S. W. FIFTH AVE. PORTLAND 1, OREGON

UNITED PACIFIC
Insurance Company
TACOMA, WASHINGTON
A STOCK COMPANY

SHORT RATE CANCELLATION TABLE AND RULE

TABLE FOR POLICIES IN FORCE ONE YEAR OR LESS

DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM
1	5%	37-40	21%	95- 98	37%	154 156	53%	219 223	69%	292-296	85%
2	6	41-43	22	99-102	38	157-160	54	224 228	70	297 301	86
3- 4	7	44-47	23	103 105	39	161 164	55	229-232	71	302-305 (10 MOS.)	87
5- 6	8	48-51	24	106 109	40	165 167	56	233-237	72	306-310	88
7- 8	9	52-54	25	110-113	41	168 171	57	238 241	73	311-314	89
9-10	10	55-58	26	114-116	42	172-175	58	242 246 (8 MOS.)	74	315-319	90
11-12	11	59-62 (2 MOS.)	27	117-120	43	176 178	59	247-250	75	320-323	91
13-14	12	63-65	28	121-124 (4 MOS.)	44	179-182 (6 MOS.)	60	251-255	76	324-328	92
15-16	13	66-69	29	125 127	45	183-187	61	256-260	77	329-332	93
17-18	14	70-73	30	128-131	46	188 191	62	261 264	78	333-337 (11 MOS.)	94
19-20	15	74 76	31	132-135	47	192-196	63	265 269	79	338-342	95
21-22	16	77 80	32	136 138	48	197-200	64	270 273 (9 MOS.)	80	343 346	96
23-25	17	81-83	33	139-142	49	201 205	65	274 278	81	347 351	97
26-29	18	84-87	34	143 146	50	206 209	66	279 282	82	352 355	98
30-32 (1 MO.)	19	88-91 (3 MOS.)	35	147-149	51	210 214 (7 MOS.)	67	283-287	83	356 360	99
33-36	20	92-94	36	150-153 (5 MOS.)	52	215-218	68	288-291	84	361-365 (12 MOS.)	100

RULE FOR POLICIES IN FORCE MORE THAN ONE YEAR

1. DETERMINE FULL ANNUAL PREMIUM AS FOR A POLICY WRITTEN FOR A TERM OF ONE YEAR.
2. DEDUCT SUCH PREMIUM FROM THE FULL POLICY PREMIUM, AND ON THE REMAINDER CALCULATE THE PRO RATA EARNED PREMIUM ON THE BASIS OF THE RATIO OF THE LENGTH OF TIME BEYOND ONE YEAR THE POLICY HAS BEEN IN FORCE TO THE LENGTH OF TIME BEYOND ONE YEAR FOR WHICH THE POLICY WAS ORIGINALLY WRITTEN.
3. ADD PREMIUM PRODUCED IN ACCORDANCE WITH ITEMS (1) AND (2) TO OBTAIN EARNED PREMIUM DURING FULL PERIOD POLICY HAS BEEN IN FORCE.

CLP-9 3-61

UNITED PACIFIC *Insurance Company* TACOMA, WASHINGTON

Agent MANSFIELD & COMPANY
Renew CLP-36019 Replaces

COMPREHENSIVE LIABILITY POLICY

DECLARATIONS Policy Number CLP 47001

1. (1)BIRKEMEIER CONSTRUCTION CO., A CO-PARTNERSHIP ENTITY CONSISTING OF DAN BIRKEMEIER & RICHARD BIRKEMEIER, (2)DAN BIRKEMEIER & (3) RICHARD BIRKEMEIER — NAME OF INSURED

2. MILWAUKIE, OREGON — ADDRESS OF INSURED

3. From 3-1-62 (MONTH-DAY-YEAR) to 3-1-63 at 12.01 A.M. — POLICY PERIOD standard time at the address of the named insured as stated herein

4. The insurance afforded is only with respect to such and so many of the following coverages and hazards thereunder as are indicated by insertion of the limit of the Company's liability opposite the coverage and hazard. The limit of the Company's liability for each such coverage and hazard shall be as stated herein, subject to the terms of this policy having reference thereto.

COVERAGES	HAZARDS		LIMITS OF LIABILITY		
A. BODILY INJURY LIABILITY	Automobile	$ 250,000.00	Each Person $	500,000.00	Each Occurrence
	Personal	$ NOT COVERED	Each Person $	NOT COVERED	Each Occurrence
	Business	$ 250,000.00	Each Person $	500,000.00	Each Occurrence
			$	500,000.00	Aggregate Products — Completed Operations
B. PROPERTY DAMAGE LIABILITY	Automobile	$ 250,000.00	Each Occurrence		
	Personal	$ NOT COVERED	Each Occurrence		
	Business	$ 250,000.00	Each Accident $	500,000.00	Aggregate
C. MEDICAL PAYMENTS	Automobile	$	Each Person - Private Passenger Type Owned		
	Automobile	$	Each Person - Other than Private Passenger Type Owned		
	Personal	$	Each Person $		Each Accident
	Business	$	Each Person $		Each Accident

AUTOMOBILE PHYSICAL DAMAGE SUPPLEMENT ☒ Coverage Applies per Schedule ☐ Coverage NOT Afforded

OTHER SUPPLEMENTS:

5. The Provisional Deposit Premium is $ 1.00. If the Policy Period is for more than one year, an additional Provisional Deposit Premium shall be charged for each succeeding annual period.
   Such premiums are subject to ANNUAL audit.
6. The named insured's principal business operations are CONTRACTORS
7. Records are kept and may be audited at the above address. *
8. During the past year no insurer has canceled or declined insurance issued to the named insured similar to that afforded hereunder. *
   EXCEPTIONS, IF ANY, TO 7 or 8. (* absence of entry means "no exceptions"):
9. Should any policy listed below be canceled, reduced or transferred prior to its expiration date immediate written notice shall be given by the insured informing the company of such cancellation, reduction or transfer.

NAME OF COMPANY	POLICY NUMBER	SUBJECT OF INSURANCE	COVERAGE	AMOUNT OR LIMIT	EXPIRATION DATE

MANSFIELD & CO.

Countersigned by _____ By _____ Authorized Agent

THESE DECLARATIONS WITH FORM **CLP-9 3-61** CONSTITUTE THE ABOVE NUMBERED POLICY

SEE REVERSE SIDE FOR ENDORSEMENTS APPLYING TO THIS POLICY.

Agent MANSFIELD & COMPANY

This Endorsement No. 6 , forms a part of Policy No. CLP 47001 , and is effective * (MONTH-DAY-YEAR)
at the hour designated in said policy, issued to *

by the UNITED PACIFIC INSURANCE COMPANY.

*These spaces need not be completed if this endorsement and the policy bear the same inception date.

INTERESTS COVERED

It is agreed with respect to owned automobiles not of the private passenger type, other than automobiles of the pickup body or sedan delivery type, any provision in the policy to which this endorsement is attached extending the benefits of this insurance to any person or firm or corporation other than the insured named therein is hereby declared null and void and in lieu thereof it is agreed that the unqualified word "insured" wherever used in the policy includes the named insured, any partner, executive officer, director, stockholder or employee thereof while acting within the scope of his duties, however, no coverage shall be afforded:

1. To any employee of the named insured with respect to an occurrence or accident taking place during use of the automobile in the business of another to whom such automobile is rented, loaned or leased.

2. To any person or organization or any agent, employee or contractor thereof, other than the named insured, who is required to carry automobile insurance under any motor carrier law.

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

Countersigned by MANSFIELD & CO. By [illegible] Authorized Representative

Harold F. Baird
PRESIDENT

A-323 12-53

UNITED PACIFIC INSURANCE GROUP

Agent MANSFIELD & COMPANY

This Endorsement No. 7 , forms a part of Policy No. CLP 47001 , and is effective * (MONTH-DAY-YEAR)
at the hour designated in said policy, issued to *

by the company of the UNITED PACIFIC INSURANCE GROUP designated therein.

*These spaces need not be completed if this endorsement and the policy bear the same inception date.

PROPERTY DAMAGE - BROAD FORM

(Contractor's Form - For Attachment to CLP Policy)

It is agreed that:

1. The words "caused by accident" are deleted from coverage B with respect to the Business hazard. Wherever the word "accident" appears in the policy and is applicable to such coverage and hazard, it is amended to read "occurrence".

2. Exclusion (f) is deleted and the following is substituted:
"(f) with respect to the Business hazard only, to property damage (1) to property owned, leased, rented or used by the insured; (2) to property held by the insured for storage or sale, or to property in the care, custody or control of the insured for repair while on the premises of the insured, except injury to or destruction of such property arising out of the use of elevators or escalators or liability assumed under sidetrack agreements; (3) to property consisting of work which is in the process of construction by or for the insured, including materials used or to be used in connection therewith; provided, however, that in the case of work consisting of alterations or repairs, this exclusion shall apply only to that portion of the work being altered or repaired; (4) to goods or products manufactured, sold, handled or distributed, or premises alienated by the named insured, or work completed by or for the named insured out of which the occurrence arises; (5) property knowingly or intentionally damaged by or at the direction of the insured; and (6) caused by any material discharged or released from aircraft in the course of dusting, spraying or seeding;"

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

Countersigned by MANSFIELD & CO.
BY Authorized Representative

Harold F. Baird
PRESIDENT

CLP-21 1-62

Agent MANSFIELD & COMPANY

This Endorsement No. 8 , forms a part of Policy No. CLP 47003 , and is effective *
at the hour designated in said policy, issued to * (MONTH-DAY-YEAR)

by the UNITED PACIFIC INSURANCE COMPANY.

***These spaces need not be completed if this endorsement and the policy bear the same inception date.**

LIMITATION – Additional Interests of Joint Ventures and Partnerships

(For Attachment to CLP Policy)

It is agreed that such insurance as is afforded by the policy with respect to the Automobile and Business hazards does not apply to operations of the named insured in any partnership or joint venture with any other person, firm or corporation except as may be provided by endorsement issued to form a part of the policy which endorsement names such other person, firm or corporation as an insured thereunder.

Provisions of this endorsement shall not apply to any automobile of the Private Passenger type owned by or registered in the name of an individual who is a named insured under the policy.

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

Countersigned by MANSFIELD & CO.
BY Authorized Representative

Harold F. Baird
PRESIDENT

CLP-45 1-61

UNITED PACIFIC INSURANCE COMPANY (A Stock Insurance Company, herein called the company) DOES HEREBY AGREE with the insured, named in the Declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declarations and subject to the limits of liability, exclusions, conditions and other terms of this policy:

INSURING AGREEMENTS

I. COVERAGES.

COVERAGE A—Bodily Injury Liability. To pay on behalf of the insured all sums which the insured shall become obligated to pay by reason of the liability for damages (a) imposed upon him by law or (b) assumed by him under any contract or agreement wholly in writing, because of bodily injury, sickness or disease, including death resulting therefrom, hereinafter called "bodily injury", sustained by any person and arising out of the hazards hereinafter defined.

COVERAGE B—Property Damage Liability. To pay on behalf of the insured all sums which the insured shall become obligated to pay by reason of the liability for damages (a) imposed upon him by law or (b) assumed by him under any contract or agreement wholly in writing, because of injury to or destruction of property, including loss of use thereof, hereinafter called "property damage" arising out of the hazards hereinafter defined; provided that property damage arising out of the Business hazard is caused by accident.

Definition of Hazards - Coverages A and B

Division 1—Automobile. The ownership, maintenance or use of any automobile, including the loading and unloading thereof.

Division 2—Personal. (a) The ownership, maintenance or use of or any activity in connection with residence premises including the employment of residence employees, (b) any activity away from such residence premises if not in connection with or within the business or occupational pursuits of the insured; provided the word "activity" shall include any activity in connection with or within such business or occupational pursuits which is ordinarily incident to non-business pursuits, and (c) the ownership, maintenance or use of any personal property in connection with parts (a) and (b) of this division.

Division 3—Business. The ownership, maintenance, or use of business premises including that portion of the ways immediately adjoining and all exposures of the insured other than those in divisions 1 and 2 above, provided, however, if coverage is not afforded under division 1 above this term shall include the ownership, maintenance or use of automobiles (a) while in or upon business premises owned, rented or controlled by the insured, including that portion of the ways immediately adjoining and (b) by an independent contractor, or by an employee of an independent contractor, while engaged in operations for the insured.

COVERAGE C—Medical Payments. To pay all reasonable expenses, incurred within one year from date of accident, for necessary medical, dental, surgical, X-ray, ambulance, hospital, professional nursing and funeral services, pharmaceuticals, eyeglasses and prosthetic devices to or for each person designated below who sustains bodily injury, sickness or disease, including death resulting therefrom, hereinafter called "bodily injury", caused by accident and arising out of the hazards hereinafter defined.

Definition of Hazards - Coverage C

Division 1—Automobile. (a) If the named insured is an individual, the named insured and each relative resident in the same household while occupying or through being struck by an automobile.

(b) Each other person while occupying (1) any owned automobile of the type designated in Declaration 4 while being used by the named insured or with his permission or while being used by any resident of the named insured's household; (2) if the named insured is an individual who owns a private passenger automobile covered herein, a hired or non-owned automobile, provided the bodily injury results from (i) its operation or occupancy by the named insured or its operation on his behalf by his private chauffeur or residence employee or (ii) its operation or occupancy by a relative resident in the named insured's household provided it is a private passenger automobile or trailer not regularly furnished for the use of such relative nor owned by a member of the named insured's household.

Division 2—Personal. The ownership, maintenance or use of any residence premises if bodily injury is sustained by any person thereon with the permission of an insured, or elsewhere if such injury (a) arises out of such residence premises or a condition in that portion of the ways immediately adjoining, (b) is caused by the activities of an insured if not in connection with or within the business or occupational pursuits of the insured; provided the word "activity" shall include any activity in connection with or within such business or occupational pursuits which is ordinarily incident to non-business pursuits, (c) is caused by the activities of or is sustained by a residence employee while engaged in the employment of an insured, or (d) is caused by an animal owned by or in the care of an insured.

Division 3—Business. The ownership, maintenance or use of business premises owned, rented or controlled by the named insured and that portion of the ways immediately adjoining on land, or operations of the named insured.

II. DEFENSE, SETTLEMENT, SUPPLEMENTARY PAYMENTS. With respect to such insurance as is afforded by this policy for bodily injury liability and for property damage liability, the company shall:

(a) defend any suit alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent; but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) pay, in addition to the applicable limits of liability: (1) all expenses incurred by the company, all costs taxed against the insured in any such suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon; (2) premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, and the cost of bail bonds required of the insured because of accident or traffic law violation arising out of the use of an automobile insured hereunder, not to exceed $200 per bail bond, but without any obligation to apply for or furnish any such bonds; (3) expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of an accident and not due to war; (4) all reasonable expenses, other than loss of earnings, incurred by the insured at the company's request; (5) if the named insured is an individual who owns a private passenger automobile covered herein, for actual loss of earnings incurred by the insured while attending hearings or trials at the request of the company in connection with any occurrence for which insurance is provided hereunder with respect to such automobile, subject to a maximum of $25 per day for any such occurrence; (6) in an amount not in excess of $50, for reasonable legal expenses, other than a fine or forfeiture of bail, incurred by the insured in the event of his arrest as the result of an accident arising out of the use of an automobile insured hereunder.

III. DEFINITION OF INSURED. Wherever the term "named insured" is used in this policy, it shall include the spouse if a member of the same household.

(a) **Automobile.** With respect to the insurance under coverages A and B, the unqualified word "insured" includes (1) the named insured, (2) any person while using an owned auromobile or a hired automobile and any person or organization legally responsible for the use thereof, provided the actual use of the automobile is by the named insured or with his permission, (3) if the named insured is an individual, any resident of the named insured's household while using an owned automobile or any relative who is a resident of the named insured's household with respect to a hired or non-owned private passenger automobile not regularly furnished for the use of such relative nor owned by a member of the named insured's household and any person or organization legally responsible for the use thereof by such resident or relative, (4) any executive officer or partner of the named insured with respect to the use of a

non-owned automobile in the business of the named insured, (5) any employer of the named insured for the operation of any private passenger automobile by such named insured in the business of such employer, and (6) any private chauffeur or residence employee operating a non-owned automobile on behalf of the named insured; except that the insurance extended by parts (2) through (6) with respect to any person or organization other than the named insured does not apply (i) to any occurrence arising out of the operation of an automobile business, but this provision does not apply to a resident of the same household as the named insured, to a partnership in which such resident or the named insured is a partner, or to any partner, agent or employee of such resident or partnership, (ii) to any employee with respect to bodily injury of another employee of the same employer arising out of the maintenance or use of an automobile in the business of such employer, (iii) with respect to any person or organization legally responsible for the use of an automobile by an insured, to any automobile owned or hired by such person or organization, (iv) with respect to any hired automobile, to the owner, or a lessee thereof, or to any agent or employee of such owner or lessee, (v) with respect to any non-owned automobile to any employer, executive officer, partner, private chauffeur or residence employee if such automobile is owned by him or a member of his household, (vi) with respect to the loading and unloading of automobiles, (a) to bodily injury sustained by (1) any named insured, (2) any employee of the named insured, or (3) any other person, if such injury is caused by other than the named insured or an employee of the named insured; (b) to property damage (1) to property owned or used by or in the care, custody or control of the named insured, or (2) to property as to which the named insured for any purpose is exercising physical control.

(b) **Personal.** The unqualified word "insured" includes (1) the named insured, if an individual, (2) if residents of his household, his relatives and any other person under the age of twenty-one in the care of an insured, (3) with respect to animals and watercraft owned by an insured, any person or organization legally responsible therefor, except a person using or having custody or possession of any such animal or watercraft without the permission of the owner, and (4) with respect to farm tractors and trailers and self-propelled or motor or animal drawn farm implements, any employee of an insured, while engaged in the employment of the insured.

(c) **Business.** With respect to the insurance under coverages A and B, the unqualified word "insured" includes the named insured, any executive officer, director or stockholder while acting within the scope of his duties as such, and any organization or proprietor with respect to real estate management for the named insured, provided if the corporation leases or rents business premises from an executive officer, director or stockholder who owns or financially controls the corporation, his interest as landlord is covered but only with respect to that part of the business premises occupied by the corporation. If the named insured is a partnership the unqualified word "insured" also includes any partner therein but only with respect to his liability as such. If the named insured is an individual, the unqualified word "insured" shall include any resident of the same household under the age of nineteen in the care of the named insured. With respect to such insurance as is afforded for automobiles under coverages A and B, the definition of insured under (a) above shall apply.

IV. VOLUNTARY PROPERTY DAMAGE. The company with respect to such insurance as is afforded for the Personal hazard, will pay, subject to a limit of liability of $300 for each occurrence, all reasonable sums for the replacement or repair of property of others because of damage to, or destruction of such property caused directly by (a) the named insured, and (b) if residents of the named insured's household, his relatives, and any other person under the age of twenty-one in the care of an insured.

This agreement does not apply (a) to loss arising out of a business, trade, profession or occupation of an insured; (b) to the rendering of any professional service or the omission thereof; (c) to loss of property owned, leased or rented to an insured or any other person whose principal residence is within the household of the named insured; (d) to loss arising out of the ownership, maintenance, operation, use, loading or unloading of any land motor vehicle, trailer or semitrailer, farm machinery or equipment, aircraft or watercraft; (e) to loss caused intentionally by an insured over the age of twelve years; (f) to any occurrence in connection with residence premises, other than as defined, which are owned, leased, rented or controlled by an insured; and (g) to loss of use, disappearance or abstraction of property.

V. POLICY PERIOD, TERRITORY. This policy applies only to accidents or occurrences which take place during the policy period and (a) with respect to the Automobile hazard, within North America or any territory or possession of the United States wherever located, or between ports thereof and (b) with respect to the Business hazard, within North America or any territory or possession of the United States wherever located.

EXCLUSIONS

This policy does not apply with respect to the Automobile and Business hazards:

under coverage A or B —

(a) (1) to bodily injury of any employee of the insured arising out of and in the course of his employment by the insured, but this part of this exclusion shall not apply to (i) a residence employee for whom benefits are neither payable nor required to be provided under any workmen's compensation law or (ii) liability assumed by the insured under a contract or agreement with a party other than an employee or an association of employees; or (2) to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law or under any similar law;

(b) (1) to bodily injury or property damage caused intentionally by or at the direction of the insured, or, (2) to bodily injury or property damage due to war, with respect to liability assumed by the insured under any contract or agreement;

(c) to injury, sickness, disease, death, or destruction (1) with respect to which an insured under this policy is also an insured under a nuclear energy liability policy issued by Nuclear Energy Liability Insurance Association, Mutual Atomic Energy Liability Underwriters or Nuclear Insurance Association of Canada, or would be an insured under any such policy but for its termination upon exhaustion of its limit of liability; or (2) resulting from the hazardous properties of nuclear material and with respect to which (i) any person or organization is required to maintain financial protection pursuant to the Atomic Energy Act of 1954, or any law amendatory thereof, or (ii) the insured is, or had such policy not been issued would be, entitled to indemnity from the United States of America, or any agency thereof, under any agreement entered into by the United States of America, or any agency thereof, with any person or organization; (3) resulting from the hazardous properties of nuclear material, if (i) the nuclear material is at any nuclear facility owned by, or operated by or on behalf of, an insured, or has been discharged or dispersed therefrom; (ii) the nuclear material is contained in spent fuel or waste at any time possessed, handled, used, processed, stored, transported or disposed of by or on behalf of an insured; or (iii) the injury, sickness, disease, death or destruction arises out of the furnishing by an insured of services, materials, parts or equipment in connection with the planning, construction, maintenance, operation or use of any nuclear facility, but if such facility is located within the United States of America, its territories or possessions or Canada, this part (iii) applies only to injury to or destruction of property at such nuclear facility;

(d) with respect to the Automobile hazard only, to property damage to (1) any automobile rented to or in charge of the insured, or (2) any property while being transported by the insured or while under his control or direction relative to its transportation, or (3) any property owned by the insured, or (4) any property rented to or in charge of the insured unless caused by a private passenger automobile covered by this policy;

(e) with respect to the Business hazard only, to the ownership, maintenance, operation, use, loading or unloading of (1) watercraft, if the accident or occurrence takes place away from premises owned by, rented to or controlled by the named insured, or (2) aircraft; provided, however, this exclusion shall not apply to (i) operations performed by independent contractors, or, (ii) liability assumed by the insured under any lease of premises, easement agreement, agreement required by municipal ordinance, sidetrack agreement, or elevator or escalator maintenance agreement;

(f) with respect to the Business hazard only, to property damage (1) to property owned or occupied by or rented to the insured, or (2) to property used by the insured, or (3) to property in the care, custody, or control of the insured, or property as to which the insured for any purpose is exercising physical control; (i) except when arising out of the use of elevators, and (ii) except for liability assumed under sidetrack agreements, or (4) to any goods, products or containers thereof manufactured, sold, handled or distributed or premises alienated by the named insured, or work completed by or for the named insured, out of which the accident arises, (5) caused by any material discharged or released from aircraft in the course of dusting, spraying or seeding;

under coverage C —

(g) to bodily injury due to war;

(h) or, under part (b) (3) of Insuring Agreement II, to expenses incurred with respect to bodily injury, sickness, disease or death resulting from the hazardous properties of nuclear material and arising out of the operation of a nuclear facility by any person or organization;

(i) with respect to the Automobile hazard only, to bodily injury of any employee of (1) the automobile business if the accident arises out of the operation thereof and if benefits therefor are in whole or in part either payable or required to be provided under any workmen's compensation law, or (2) the named insured arising out of and in the course of (i) residence employment by the named insured, if benefits therefor are in whole or in part either payable or required to be provided under any workmen's compensation law or (ii) other employment by the named insured; provided that if the named insured is an individual, part (2) of this exclusion does not apply to such insurance as is afforded with respect to a private passenger automobile;

(j) with respect to the Automobile hazard only, (1) to bodily injury of any person, other than the named insured or a relative residing in the same household, resulting from use of a hired or non-owned automobile (i) in the automobile business or (ii) in any other business or occupation, except operation or occupancy of a private passenger automobile by the named insured or by his private chauffeur or residence employee or (2) to bodily injury of a relative resident in the named insured's household sustained while occupying an automobile owned by any such relative;

(i) with respect to the Business hazard only, to property damage (1) to property owned or occupied by or rented to the insured, or (2) to property used by the insured, or (3) to property in the care, custody, or control of the insured, or property as to which the insured for any purpose is exercising physical control; (i) except when arising out of the use of elevators, and (ii) except for liability assumed under sidetrack agreements, or (4) to any goods, products or containers thereof manufactured, sold, handled or distributed or premises alienated by the named insured, or work completed by or for the named insured, out of which the accident arises, (5) caused by any material discharged or released from aircraft in the course of dusting, spraying or seeding;

under coverage C —

(g) to bodily injury due to war;

(h) or, under part (b) (3) of Insuring Agreement II, to expenses incurred with respect to bodily injury, sickness, disease or death resulting from the hazardous properties of nuclear material and arising out of the operation of a nuclear facility by any person or organization;

(i) with respect to the Automobile hazard only, to bodily injury of any employee of (1) the automobile business if the accident arises out of the operation thereof and if benefits therefor are in whole or in part either payable or required to be provided under any workmen's compensation law, or (2) the named insured arising out of and in the course of (i) residence employment by the named insured, if benefits therefor are in whole or in part either payable or required to be provided under any workmen's compensation law or (ii) other employment by the named insured; provided that if the named insured is an individual, part (2) of this exclusion does not apply to such insurance as is afforded with respect to a private passenger automobile;

(j) with respect to the Automobile hazard only, (1) to bodily injury of any person, other than the named insured or a relative residing in the same household, resulting from use of a hired or non-owned automobile (i) in the automobile business or (ii) in any other business or occupation, except operation or occupancy of a private passenger automobile by the named insured or by his private chauffeur or residence employee or (2) to bodily injury of a relative resident in the named insured's household sustained while occupying an automobile owned by any such relative;

(k) with respect to the Business hazard only, to bodily injury of (1) the named insured, any partner therein, any tenant or other person regularly residing on business premises owned by or rented to the named insured, or any employee of such insured, tenant or other person arising out of and in the course of his employment therewith, or (2) any other tenant of such premises, or any employee of such other tenant arising out of and in the course of his employment therewith, on that part of such premises rented to such other tenant, or (3) any person arising out of and in the course of his employment if benefits therefor are in whole or in part either payable or required to be provided under any workmen's compensation law, or (4) any person while engaged in maintenance, alteration, demolition or new construction operations for the named insured or for any lessee of the named insured or any lessor of business premises rented to the named insured, or (5) any person practicing, instructing or participating in any physical training, sport, athletic activity or contest; or to any expense for services by the named insured, any employee thereof, or any person or organization under contract to the named insured to provide such services;

(l) with respect to the Business hazard only, to loss arising out of (1) Products-Completed Operations as defined, (2) operations performed by independent contractors or omissions or supervisory acts of the insured in connection therewith, (3) aircraft, (4) automobiles away from business premises or the ways immediately adjoining, or (5) watercraft away from business premises;

This policy does not apply with respect to the Personal hazard:

under coverage A, B or C —

(m) to the ownership, maintenance, operation, use, loading or unloading of (1) automobiles or midget automobiles while away from the residence premises or the ways immediately adjoining except under coverages A and B with respect to operations by independent contractors for non-business purposes of an insured not involving automobiles owned or hired by the insured, (2) watercraft owned by or rented to an insured, while away from the residence premises, if with inboard motor power exceeding fifty horsepower, or if a sailing vessel with or without auxiliary power and twenty-six feet or more in over-all length, or (3) aircraft; but with respect to bodily injury sustained by a residence employee arising out of and in the course of his employment by the insured, this exclusion applies only while such employee is engaged in the operation or maintenance of aircraft;

(n) to bodily injury to any person (1) if the insured has in effect on the date of the occurrence a policy providing workmen's compensation or occupational disease benefits therefor, or (2) if benefits therefor are in whole or in part either payable or required to be provided under any workmen's compensation or occupational disease law, but this subdivision (2) does not apply with respect to coverage A unless such benefits are payable or required to be provided by the insured;

(o) to bodily injury or property damage (1) caused intentionally by or at the direction of the insured; (2) caused by the rendering of any professional service or the omission thereof; or (3) due to war with respect to (i) liability assumed by the insured under any contract or agreement or (ii) coverage C;

(p) under coverage A, to sickness or disease of any employee unless prior to thirty-six months after the end of the policy period written claim is made or suit is brought against the insured for damages because of such sickness or disease or death resulting therefrom;

(q) under coverages A and B, to injury, sickness, disease, death or destruction with respect to which an insured under this policy is also an insured under a nuclear energy liability policy issued by Nuclear Energy Liability Insurance Association, Mutual Atomic Energy Liability Underwriters or Nuclear Insurance Association of Canada, or would be an insured under any such policy but for its termination upon exhaustion of its limit of liability;

(r) under coverage B, to property damage of property used by, rented to or in the care, custody or control of the insured or property as to which the insured for any purpose is exercising physical control;

(s) under coverage C, to bodily injury of (1) any insured within the meaning of parts (1) and (2) of the Personal definition of Insured; or (2) any person, other than a residence employee, if such person is regularly residing on the residence premises, or is on the residence premises because of a business conducted thereon, or is injured by an accident arising out of such business.

CONDITIONS

1. Premium. Premium bases and rates for hazards to which this policy applies are those applicable in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. Rates for the Automobile hazard, division 1 under coverages A, B and C, are subject to change for succeeding annual periods in accordance with the company's rules and rating plans. The premium charged at inception is a deposit premium and insurance is afforded hereunder only on the provision that upon termination of this policy or at the end of each annual period of this policy the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceeds the deposit premium paid, the insured shall immediately pay the excess to the company; if less the company shall return the unearned portion to the insured.

The named insured shall maintain for each hazard records of the information necessary for premium computation. Detail of premium make-up not appearing in this policy shall be available at all times to the insured upon his request to his agent or the company.

2. Inspection and Audit. The company shall be permitted to inspect the insured premises, operations, machinery, appliances, automobiles and other equipment at any reasonable time within the policy period and to examine and audit the insured's books and records pertaining to this insurance at any reasonable time within the policy period or within one year after final termination of this policy.

3. Definitions. (a) Automobile. Except where stated to the contrary, the word "automobile" means a land motor vehicle or trailer or semitrailer as follows:

(1) Owned Automobile—an automobile owned by the named insured;

(2) Hired Automobile—an automobile used under contract in behalf of, or loaned to, the named insured provided such automobile is not owned by or registered in the name of (i) the named insured or (ii) an executive officer or partner thereof or (iii) an employee or agent of the named insured who is granted an operating allowance of any sort for the use of such automobile;

(3) Non-Owned Automobile—any other automobile.

The following described equipment shall be deemed an automobile only while towed by or carried on an automobile not so described: (a) if of the crawler-type, any tractor, power crane or shovel, ditch or trench digger; (b) any farm-type tractor; (c) any concrete mixer other than of the mix-in-transit type; (d) any grader, scraper, roller or farm implement; and, (e) if not subject to motor vehicle registration and if designed for use principally off public roads, any other equipment not specified below.

The following described equipment shall be deemed an automobile (1) while towed by or carried on an automobile as above defined solely for purposes of transportation, but not otherwise, or (2) while being operated solely for locomotion, but not otherwise: if of the non-crawler type, any power crane or shovel, ditch or trench digger; and any air-compressing, building or vacuum cleaning, spraying or welding equipment or well drilling machinery.

The term "owned automobile" shall also include an automobile not owned by the named insured but temporarily used as the substitute for the owned automobile while withdrawn from normal use because of its breakdown, repair, servicing, loss or destruction.

With respect to division I of coverage C, the word "automobile" shall not include any vehicle located for use as a residence premises or business premises.

(b) Private Passenger Automobile. The term "private passenger automobile" means (1) a four-wheel private passenger, station wagon or jeep type automobile, (2) if not customarily used for wholesale or retail delivery purposes other than in connection with farming, an automobile with a load capacity of fifteen hundred pounds or less of the pick-up body, sedan delivery or panel truck type, and (3) a trailer designed for use with a private passenger automobile, if not being used for business or commercial purposes with other than a private passenger automobile, or a farm wagon or farm implement while used with a private passenger automobile in connection with farming.

(c) Midget Automobile. The term "midget automobile", means a land motor vehicle of the type commonly referred to as a "midget automobile", "kart", "go-kart", "speed-mobile" or by a comparable name, whether commercially built or otherwise.

(d) Residence Premises. The term "residence premises" means (1) all premises where the named insured maintains a residence and includes private approaches thereto and other premises and private approaches thereto for use in connection with said residence, except farms, property on which a business is conducted, and property rented in whole or in part to others or held for such rental by the insured other than (i) the insured's residence if rented occasionally or if a two family dwelling usually occupied in part by the insured, or (ii) garages or stables, if not more than three car spaces or stalls are so rented or held, or (iii) under coverages A and B, residences designed for occupancy by no more than two families owned by the named insured if an individual and rented or held for rental to others, (2) individual or family cemetery plots or burial vaults, (3) premises in which an insured is temporarily residing, if not owned by an insured, and rented or held for rental to others, and (4) vacant land, other than farm land, owned by or rented to an insured. Land shall not be deemed vacant following the commencement of any construction operations unless such operations are being performed solely by independent contractors in connection with the construction of a one or two famliy dwelling for the insured.

(e) Business Premises. The term "business premises" means any premises other than a residence premises.

(f) Residence Employee. The term "residence employee" means an employee of either the named insured, if an individual or a member of his household whose duties are in connection with (1) the ownership, maintenance or use of the residence premises, including the maintenance or use of automobiles or teams, or who performs elsewhere duties of a similar nature not in connection with an insured's business, and (2) the personal practice, participation or instruction in any personal sports activities by an insured.

(g) Elevator. The word "elevator" means any hoisting or lowering device to connect floors or landings at any building owned, rented or controlled by the named insured, unless the named insured owns, rents or controls only a part of the building and does not operate, maintain or control the elevator, whether or not such device is in service, and all appliances thereof, including any car, platform, shaft, hoistway, stairway, runway, power equipment and machinery. "Elevator" does not include a hoist without a platform outside a building if without mechanical power or if not attached to building walls, or a hod or material hoist used in alteration, construction or demolition operations, or an inclined conveyor used exclusively for carrying property or a dumbwaiter used exclusively for carrying property and having a compartment height not exceeding four feet.

(h) Products - Completed Operations. The term "products - completed operations" means (1) goods or products, including a warranty of goods or products, manufactured, sold, handled or distributed by the named insured or by others trading under his name, if the accident or occurrence takes place after possession of such goods or products has been relinquished to others by the named insured or by others trading under his name and (i) away from business premises owned, rented or controlled by the named insured, or (ii) on business premises designed principally for the consumption thereon of food, other comestibles, inhalants or drink; provided, such goods or products shall be deemed to include any container thereof, other than a vehicle, but shall not include any vending machine or any property, other than such container, rented to or located for use of others but not sold; and (2) operations, if the accident or occurrence takes place after such operations have been completed or abandoned and occurs away from premises owned, rented or controlled by the named insured; provided, operations shall not be deemed incomplete because improperly or defectively performed or because further operations may be required pursuant to an agreement, provided further, the following shall not be deemed to be "operations" within the meaning of this paragraph: (i) pick-up or delivery, except from or onto a railroad car, (ii) the maintenance of vehicles owned or used by or on behalf of the insured and (iii) the existence of tools, uninstalled equipment and abandoned or unused materials.

(i) War. The word "war" means war, whether or not declared, civil war, insurrection, rebellion or revolution, or any act or condition incident to any of the foregoing.

(j) Occupying. The word "occupying" when used under division I of coverage C means in or upon or entering into or alighting from.

(k) Automobile Business. The term "automobile business" means the business or occupation of selling, repairing, servicing, storing or parking of automobiles.

(l) Exclusions (c) and (h). As used in these exclusions:

"hazardous properties" include radioactive, toxic or explosive properties;

"nuclear material" means source material, special nuclear material or byproduct material;

"source material", "special nuclear material", and "byproduct material" have the meanings given them in the Atomic Energy Act of 1954 or in any law amendatory thereof;

"spent fuel" means any fuel element or fuel component, solid or liquid, which has been used or exposed to radiation in a nuclear reactor;

"waste" means any waste material (1) containing byproduct material and (2) resulting from the operation by any person or organization of any nuclear facility included within the definition of nuclear facility under paragraph (a) or (b) thereof;

"nuclear facility" means

(a) any nuclear reactor,

(b) any equipment or device designed or used for (1) separating the isotopes of uranium or plutonium, (2) processing or utilizing spent fuel, or (3) handling, processing or packaging waste,

(c) any equipment or device used for the processing, fabricating or alloying of special nuclear material if at any time the total amount of such material in the custody of the insured at the premises where such equipment or device is located consists of or contains more than 25 grams plutonium or uranium 233 or any combination thereof, or more than 250 grams of uranium 235,

(d) any structure, basin, excavation, premises or place prepared or used for the storage or disposal of waste,

and includes the site on which any of the foregoing is located, all operations conducted on such site and all premises used for such operations;

"nuclear reactor" means any apparatus designed or used to sustain nuclear fission in a self-supporting chain reaction or to contain a critical mass of fissionable material.

With respect to injury to or destruction of property, the word "injury" or "destruction" includes all forms of radioactive contamination of property.

4. Limits of Liability - Coverage A. The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by one person as the result of any one occurrence; the limit of such liability stated in the declarations as applicable to "each occurrence" is, subject to the above provision respecting each person, the total limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by two or more persons as the result of any one occurrence. Subject to the limit of liability with respect to "each occurrence", the limit of liability stated in the declarations as "aggregate Products - Completed Operations" is the total limit of the company's liability for all damages arising out of bodily injury caused by Products - Completed Operations as defined.

Coverage B. The limit of property damage liability stated in the declarations as applicable to "each accident" or "each occurrence" is the total

in the custody of the insured at the premises where such equipment or device is located consists of or contains more than 25 grams plutonium or uranium 233 or any combination thereof, or more than 250 grams of uranium 235,

(d) any structure, basin, excavation, premises or place prepared or used for the storage or disposal of waste,

and includes the site on which any of the foregoing is located, all operations conducted on such site and all premises used for such operations;

"nuclear reactor" means any apparatus designed or used to sustain nuclear fission in a self-supporting chain reaction or to contain a critical mass of fissionable material.

With respect to injury to or destruction of property, the word "injury" or "destruction" includes all forms of radioactive contamination of property.

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Coverage B. The limit of property damage liability stated in the declarations as applicable to "each accident" or "each occurrence" is the total limit of the company's liability for all damages arising out of property damage of all property of one or more persons or organizations as the result of any one accident or occurrence. Damages arising out of the continuation or repetition of substantially the same condition, or the same proximate cause, shall be considered as arising out of one occurrence. Subject to the limit of liability with respect to "each accident", the limit of property damage liability stated in the declarations as "aggregate" is the total limit of the company's liability for all damages arising out of property damage (1) caused by the ownership, maintenance or use of premises or operations rated on a remuneration premium basis or by contractors' equipment on a receipts premium basis, (2) caused by operations performed for the insured by independent contractors or omissions or supervisory acts of the insured in connection therewith, except maintenance or ordinary alterations or repairs on premises owned or rented by the named insured, (3) caused by Products - Completed Operations as defined, or (4) with respect to liability assumed by the insured under any contract or agreement covered by this policy.

Coverages A and B. The terms of this policy shall apply separately to (a) each automobile insured hereunder, but a motor vehicle and a trailer or semitrailer or trailers attached thereto shall be held to be one automobile as respects limits of liability, (b) each elevator and each premises insured hereunder, each project with respect to operations performed away from premises owned or rented by the named insured, and (c) each annual period with respect to aggregate limits. All damages arising out of one lot of part (1) of Products - Completed Operations as defined shall be considered as arising out of one accident or occurrence.

The liability of the named insured within these limits shall be fully discharged before any remaining insurance hereunder becomes applicable to claims against any other insured.

The limits of liability provided by coverages A and B shall be applied for the benefit of those entitled to protection hereunder in the following order: (a) the named insured, (b) the named additional insureds, if any, (c) partners, executive officers, directors and stockholders, (d) others entitled to benefits hereunder.

Coverage C. The limit of liability for medical payments stated in the declarations as applicable to "each person" is the limit of the company's liability for all expenses incurred by or on behalf of each person who sustains bodily injury as the result of any one accident; the limit of such liability stated in the declarations as applicable to "each accident" under divisions 2 and 3 is, subject to the above provision respecting each person, the total limit of the company's liability for all expenses incurred by or on behalf of two or more persons who sustain bodily injury as the result of any one accident. The inclusion of more than one automobile under the policy shall not operate to increase the limit of the company's liability under division 1 of the definition of hazards.

Voluntary Property Damage. The limit of the company's liability for loss under Insuring Agreement IV shall not exceed (a) what it would then cost to repair or replace the property with other of like kind or quality, nor (b) the stated applicable limit of liability. The company may pay for the loss in money or may repair or replace the property and may settle any claim for loss of property either with the insured or the owner thereof. Any property so paid for or replaced shall, at the option of the company become the property of the company.

5. Cross Liability. The inclusion of more than one corporation, person, organization, firm or entity as insured under this policy shall not in any way affect the rights of any such corporation, person, organization, firm or entity either as respects any claim, demand, suit or judgment made or brought by or in favor of any other insured, or by or in favor of any employee of such other insured. This policy shall protect each corporation, person, organization, firm or entity in the same manner as though a separate policy had been issued to each; but nothing herein shall operate to increase the company's liability as set forth elsewhere in this policy beyond the amount or amounts for which the company would have been liable if only one person or interest had been named as insured.

6. Financial Responsibility Laws - Coverages A and B. When this policy is certified as proof of financial responsibility for the future under the provisions of the motor vehicle financial responsibility law of any state or province, such insurance as is afforded by this policy for bodily injury liability or for property damage liability shall comply with the provisions of such law which shall be applicable with respect to any such liability arising out of the ownership, maintenance or use of the automobile during the policy period, to the extent of the coverage and limits of liability required by such law, but in no event in excess of the limits of liability stated in this policy.

7. Notice of Accident or Occurrence. In the event of an accident or occurrence, written notice shall be given by or on behalf of the insured to the company or any of its authorized agents as soon as practicable. Such notice shall contain particulars sufficient to identify the insured and also reasonably obtainable information respecting the time, place and circumstances of the accident or occurrence, the names and addresses of the injured and of available witnesses.

8. Notice of Claim or Suit - Coverages A and B. If claim is made or suit is brought against the insured, the insured shall immediately forward to the company every demand, notice, summons or other process received by him or his representative.

9. Assistance and Cooperation of the Insured - Coverages A and B. The insured shall cooperate with the company and, upon the company's request, assist in making settlements, in the conduct of suits, and in enforcing any right of contribution or indemnity against any person or organization who may be liable to the insured because of bodily injury or property damage with respect to which insurance is afforded under this policy; and the insured shall attend hearings and trials and assist in securing and giving evidence and obtaining the attendance of witnesses. The insured shall not, except at his own cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of the accident.

10. Medical Reports; Proof and Payment of Claim - Coverage C. As soon as practicable the injured person or someone on his behalf shall give to the company written proof of claim, under oath if required, and shall, after each request from the company, execute authorization to enable the company to obtain medical reports and copies of records. The injured person shall submit to physical examination by physicians selected by the company when and as often as the company may reasonably require. The company may pay the injured person or any person or organization rendering the services and such payment shall reduce the amount payable hereunder for such injury. Payment hereunder shall not constitute admission of liability of any person or, except hereunder, of the company.

11. Proof and Payment of Loss - Voluntary Property Damage. The insured shall file proof of loss with the company within sixty days after the occurrence of loss, under oath if required, setting forth the interest of all persons in the property affected, the actual cash value thereof at time of loss, and the amount, place, time and cause of such loss. Upon the company's request, the insured and any interested person shall exhibit the damaged property to the company and produce for the company's examination all pertinent records and sales invoices, all at such reasonable times and places as the company shall designate, and shall cooperate with the company in all matters pertaining to loss or claims with respect thereto. Payment hereunder shall not constitute an admission of liability of the insured or, except hereunder, of the company.

12. Action Against Company - Coverages A and B. No action shall lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all the terms of this policy, nor until the amount of the insured's obligation to pay shall have been finally determined either by judgment against the insured after actual trial or by written agreement of the insured, the claimant and the company. Said judgment shall not be deemed final, if an appeal be prosecuted therefrom, until the suit shall have been finally determined on appeal. Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this policy to the extent of the insurance afforded by this policy. No person or organization shall have any right under this policy to join the company as a party to any action against the insured to determine the insured's liability, nor shall the company be impleaded by the insured or his legal representative. Bankruptcy or insolvency of the insured or of the insured's estate shall not relieve the company of any of its obligations hereunder.

13. Action Against Company - Coverage C and Voluntary Property Damage. No action shall lie against the company unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this policy, nor, with respect to Voluntary Property Damage only, until thirty days after the required proofs of claim have been filed with the company.

14. Other Insurance - Coverages A and B. If the insured has other insurance against a loss covered by this policy, the company shall not be liable under this policy for a greater proportion of such loss than the applicable limit of liability stated in the declarations bears to the total applicable limit of liability of all valid and collectible insurance against such loss; provided, however, that the insurance shall (a) not apply, under division 2, to the extent that any valid and collectible insurance, whether on a primary, excess or contingent basis, is available to the insured with respect to loss arising out of the ownership, maintenance, operation, use, loading or unloading of (1) any automobile at the premises or the ways immediately adjoining, or (2) watercraft, and (b) be excess insurance (1) over any other valid and collectible insurance with respect to temporary substitute, hired or non-owned automobiles, or (2) over any other insurance, whether collectible or not, with respect to existing insurance upon the basis of which the premium for the insurance under this policy is modified, but in such event the insurance under this policy shall apply only in the amount by which the applicable limit of liability stated in the declarations exceeds the applicable limit of liability of such other insurance. With respect to an automobile, ownership of which is acquired by the named insured during the policy period, the insurance shall not apply, except as is provided under (b) part (2) above, against a loss for which the insured has other valid and collectible insurance.

Coverage C. Under division 1, if there is other automobile medical payments insurance against a loss covered by coverage C of this policy the company shall not be liable under this policy for a greater proportion of such loss than the applicable limit of liability stated in the declarations bears to the total applicable limit of liability of all valid and collectible automobile medical payments insurance; provided, however, the insurance (a) with respect to temporary substitute, hired or non-owned automobiles shall be excess insurance over any other valid and collectible automobile medical payments insurance, and, (b) with respect to an automobile, ownership of which is acquired by the named insured during the policy period, the insurance shall not apply, except as is provided below, against a loss for which the insured has other valid and collectible automobile medical payments insurance.

If the insured or spouse has other insurance upon the basis of which the premium for this insurance is modified this insurance shall apply only in the amount for which the applicable limit of liability stated in the declarations exceeds the applicable limit of liability of such other insurance whether collectible or not.

15. Subrogation - Coverages A and B. In the event of any payment under this policy, the company shall be subrogated to all the insured's rights of recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

16. Assignment. Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon; if, however, the named insured shall die, this policy shall cover (a) the named insured's legal representative as named insured, and (b) under coverages A and B, subject otherwise to the provisions of Insuring Agreement III, any person having proper temporary custody of an owned or hired automobile, as an insured, and under division 1(a) of coverage C while an owned or hired automobile is used by such person, until the appointment and qualification of such legal representative; provided that notice of cancellation addressed to the insured named in the declarations and mailed to the address shown in this policy shall be sufficient notice to effect cancellation of this policy.

17. Changes. Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or estop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy signed by a duly authorized representative of the company.

18. Cancellation. This policy may be canceled by the named insured by surrender thereof to the company or any of its authorized agents, in which event the time of surrender shall become the end of the policy period, or it may be canceled in whole or in part by the named insured by mailing to the company or any of its authorized agents written notice stating when thereafter such cancellation shall be effective. This policy may be canceled in whole or in part by the company by mailing to the named insured at the address shown in this policy written notice stating when not less than ten (10) days thereafter such cancellation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancellation is effected or as soon as practicable after cancellation becomes effective, but payment or tender of unearned premium is not a condition of cancellation.

19. Terms of Policy Conformed to Statute. Terms of this policy which are in conflict with the statutes of the state wherein this policy is issued are hereby amended to conform to such statutes.

20. Declarations. By acceptance of this policy, the named insured agrees that the statements in the declarations are his agreements and representations, that this policy is issued in reliance upon the truth of such representations, and that this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

IN WITNESS WHEREOF, THE UNITED PACIFIC INSURANCE COMPANY has caused this policy to be signed by its President and Secretary, but the same shall not be binding unless it has been countersigned on the declarations page by a duly authorized agent of the company.

UNITED PACIFIC INSURANCE COMPANY

Secretary

President

AUTOMOBILE PHYSICAL DAMAGE SUPPLEMENT

THE UNITED PACIFIC INSURANCE COMPANY (herein called the company) does hereby agree with the insured, named in the policy declarations, in consideration of the payment of the premium and subject to the limits of liability as set forth in **AUTOMOBILE SCHEDULE - Form CLP-38** made a part hereof, and subject further to the exclusions, conditions and other terms of this supplement:

AUTOMOBILE PHYSICAL DAMAGE SUPPLEMENT

THE UNITED PACIFIC INSURANCE COMPANY (herein called the company) does hereby agree with the insured, named in the policy declarations, in consideration of the payment of the premium and subject to the limits of liability as set forth in **AUTOMOBILE SCHEDULE - Form CLP-38** made a part hereof, and subject further to the exclusions, conditions and other terms of this supplement:

INSURING AGREEMENTS

I. COVERAGES.

COVERAGE D - Fire, Transportation and Theft. To pay for direct and accidental loss of or damage to the automobile, hereinafter called loss, caused (a) by fire or lightning, (b) by smoke or smudge due to a sudden, unusual and faulty operation of any fixed heating equipment serving the premises in which the automobile is located, (c) by the stranding, sinking, burning, collision or derailment of any conveyance in or upon which the automobile is being transported, or (d) by theft, larceny, robbery or pilferage.

COVERAGE E - Comprehensive. To pay for direct and accidental loss of or damage to the automobile, hereinafter called loss, except loss caused by collision of the automobile with another object or by upset of the automobile or by collision of the automobile with a vehicle to which it is attached. For the purpose of this coverage, breakage of glass and loss caused by missiles, falling objects, fire, theft or larceny, explosion, earthquake, windstorm, hail, water, flood, malicious mischief or vandalism, riot or civil commotion shall not be deemed to be loss caused by collision.

COVERAGE F - Collision. To pay for direct and accidental loss of or damage to the automobile, hereinafter called loss, caused by collision of the automobile with another object or by upset of the automobile, but only for the amount of each such loss in excess of the deductible amount, if any, stated in the schedule as applicable hereto; but the deductible amount shall not be deducted with respect to a collision involving an owned automobile of the private passenger type and another automobile insured in the company.

General Average and Salvage Charges. To pay, with respect to such transportation insurance as is afforded by this supplement any general average or salvage charges for which the named insured becomes legally liable.

Loss of Use by Theft - Rental Reimbursement. The company, with respect to such theft insurance as is afforded by this supplement, shall, following a theft of the entire automobile, reimburse the named insured for transportation expenses incurred after such a theft has been reported to the company and the police, and terminating when the automobile is returned to use or the company pays for the loss; provided that the company shall not be obligated to pay aggregate expense in excess of $10 per day or totaling more than $300. Such reimbursement is payable by the company in addition to the applicable limit of liability of this supplement.

Such reimbursement shall be made only if the stolen automobile was a private passenger automobile not used as a public or livery conveyance and not owned and held for sale by an automobile dealer.

Personal Effects. If the named insured is an individual, to pay, not to exceed $200 for each occurrence for loss to robes, wearing apparel and other personal effects which are the property of the named insured or a relative, providing the loss is caused (a) by a collision with respect to which this supplement affords automobile collision insurance on a private passenger automobile, or (b) by fire, lightning, flood, the perils of transportation or by theft of the entire automobile, and the loss is coincident with other loss with respect to which this supplement affords automobile comprehensive insurance on a private passenger automobile. This insurance is excess over any other valid and collectible insurance applicable to such loss, and Condition 8 shall not apply to this insurance.

Transportation Expense. To reimburse the insured for the cost of transportation from the place of disablement of the automobile to the place of intended destination, but not to exceed $5 for each occurrence, provided the disablement involves a loss with respect to which this supplement affords automobile collision or automobile comprehensive insurance.

II. DEFINITION OF INSURED. The unqualified word "insured" includes the named insured and if the named insured is an individual, any person or organization, other than a person or organization engaged in the automobile business or as a carrier or other bailee for hire, maintaining, using or having custody of an owned private passenger automobile with the permission of the named insured.

III. AUTOMATIC INSURANCE FOR NEWLY ACQUIRED AUTOMOBILES. If the named insured who is the owner of the automobile, or his spouse if a resident of the same household, acquires ownership of another automobile such insurance as is afforded by this supplement applies also to such other automobile as of the date of such acquisition (a) if it replaces an automobile described in the schedule or (b) if it is an additional automobile provided that with respect to an automobile of other than the private passenger type the company insures all such automobiles owned by the named insured or spouse on the date of its delivery; provided such automatic insurance shall not exceed the actual cash value of the automobile at time of loss less the applicable deductible amount in the schedule.

With respect to an additional automobile which is not of the private passenger type, if two or more collision coverages apply to such additional automobile, automatic coverage is extended only for the most restricted collision coverage applying thereto, unless the company is notified within thirty days following the date of delivery of such additional automobile. With respect to the collision coverage, only licensed vehicles shall be considered as owned automobiles.

IV. USE OF OTHER AUTOMOBILES. If the named insured is an individual or husband and wife and if during the supplement period such insured, or the spouse of such individual if a resident of the same household, owns a private passenger automobile covered by this supplement, such insurance as is afforded by this supplement under coverages D, E and F with respect to said automobile applies with respect to (a) any other private passenger automobile other than a sedan delivery, panel truck or pick-up body type automobile, or (b) a utility type trailer, while either is in the possession or custody of or is being operated by the named insured, such spouse or any relative if a resident of the same household.

This insuring agreement does not apply:

(a) to any automobile owned by the named insured, his spouse, or any relative if a member of the same household;

(b) to any automobile furnished for the regular use to such named insured, spouse or relative;

(c) to loss to an automobile arising out of its use by the named insured, spouse or relative in the business of selling, repairing, servicing, storing or parking of automobiles.

V. SUPPLEMENT PERIOD, TERRITORY. This supplement applies only to direct and accidental losses to the automobile which are sustained on and after the effective date of Form CLP-38 attached to and forming a part of the policy and during the policy period while the automobile is within North America or any possession or territory of the United States wherever located, or is being transported between ports thereof.

EXCLUSIONS

This supplement does not apply:

(a) except with respect to a private passenger automobile, if the automobile is or at any time becomes subject to any bailment lease, conditional sale, purchase agreement, mortgage or other encumbrance not specifically declared and described;

(b) to loss due to war, whether or not declared, civil war, insurrection, rebellion or revolution, or to any act or condition incident to any of the foregoing;

(c) to any damage to the automobile which is due and confined to wear and tear, freezing, mechanical or electrical breakdown or failure, unless such damage is the result of other loss covered by this supplement;

(d) to tires unless damaged by fire or stolen or unless such loss be coincident with and from the same cause as other loss covered by this supplement; except that if the named insured is an individual, this exclusion shall not apply with respect to damage by vandalism or malicious mischief of a private passenger automobile;

(e) to loss due to confiscation by duly constituted governmental or civil authority; except that if the named insured is an individual, this exclusion shall not apply with respect to a private passenger automobile;

(f) to loss due to radioactive contamination;

(g) under coverages D and E, to loss due to conversion, embezzlement or secretion by any person in possession of the automobile under a bailment lease, conditional sale, purchase agreement, mortgage or other encumbrance; except that if the named insured is an individual, this exclusion shall not apply with respect to a private passenger automobile;

(h) under coverage F, to breakage of glass if insurance with respect to such breakage is otherwise afforded.

CONDITIONS

1. Definitions. (a) Automobile. Except where specifically stated to the contrary, the word "automobile" means the land motor vehicle or trailer described in the schedule and its equipment and other equipment permanently attached thereto, and includes a temporary substitute automobile.

(b) Temporary Substitute Automobile. The term "temporary substitute automobile" means an automobile not owned by the named insured or spouse but temporarily used as a substitute for the described automobile while withdrawn from normal use because of its breakdown, repair, servicing, loss or destruction.

(c) Private Passenger Type Automobile. The term "private passenger automobile" means a private passenger, station wagon or jeep type automobile; or, if not customarily used for wholesale or retail delivery purposes other than in connection with farming, an automobile with a load capacity of 1500 pounds or less of the sedan delivery, panel truck or pick-up body type.

(d) Semitrailer. The word "trailer" includes semitrailer.

(e) Utility Trailer. The term "utility trailer" means a trailer designed for use with a private passenger automobile, if not being used for business or commercial purposes with other than a private passenger automobile, and if not a home, office, store, display or passenger trailer.

(f) Two or More Automobiles. When two or more automobiles are insured hereunder, the terms of this supplement shall apply separately to each and a motor vehicle and a trailer or trailers attached thereto shall be held to be separate automobiles as respects limits of liability, including any deductible provisions.

2. Insured's Duties When Loss Occurs. When loss occurs, the insured shall: (a) protect the automobile, whether or not the loss is covered by this supplement, and any further loss due to the insured's failure to protect shall not be recoverable under this supplement; reasonable expense incurred in affording such protection shall be deemed incurred at the company's request; (b) give notice thereof as soon as practicable to the company or any of its authorized agents and also, in the event of theft, larceny, robbery or pilferage, to the police but shall not, except at his own cost, offer or pay any reward for recovery of the automobile. Upon the company's request, the insured shall exhibit the damaged property to the company and submit to examinations under oath by anyone designated by the company, subscribe the same and produce for the company's examination all pertinent records and sales invoices, or certified copies if originals be lost, permitting copies thereof to be made, all at such reasonable times and places as the company shall designate.

3. Appraisal. If the named insured and the company fail to agree as to the amount of loss, each shall select a competent and disinterested appraiser, and the appraisers shall select a competent and disinterested umpire. An award in writing of any two shall determine the amount of such loss.

4. Limit of Liability; Settlement Options; No Abandonment. The limit of the company's liability for loss shall not exceed either (a) the actual cash value of the automobile, or if the loss is of a part thereof the actual cash value of such part, at time of loss, or (b) what it would then cost to repair or replace the automobile or such part thereof with other of like kind and quality, with deduction for depreciation, or (c) the applicable limit of liability stated in the schedule.

The company may pay for the loss in money; or may repair or replace the damaged or stolen property; or may, at any time before the loss is paid or the property is so replaced, at its expense return any stolen property to the named insured, or at its option to the address shown in the policy, with payment for any resultant damage thereto; or may take all or such part of the property at the agreed or appraised value but there shall be no abandonment to the company. The company may settle any claim for loss either with the insured or the owner of the property.

5. Payment for Loss; Action Against Company. Payment for loss may not be required nor shall action lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all of the terms of this supplement nor until thirty days after proof of loss is filed and the amount of loss is determined as provided in this supplement.

6. No Benefit to Bailee. The insurance afforded by this supplement shall not inure directly or indirectly to the benefit of any carrier or other bailee for hire liable for loss to the automobile.

7. Assistance and Cooperation of the Insured. The insured shall cooperate with the company and upon the company's request shall attend hearings and trials and shall assist in effecting settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of any legal proceedings in connection with the subject matter of this insurance. The insured shall not, except at his own cost, voluntarily make any payment, assume any obligation or incur any expense.

8. Other Insurance. If the insured has other insurance against a loss covered by this supplement the company shall not be liable under this supplement for a greater proportion of such loss than the applicable limit of liability stated in the schedule bears to the total applicable limit of liability of all valid and collectible insurance against such loss; provided, however, (a) the insurance with respect to a temporary substitute automobile or non-owned automobile shall be excess over any other valid and collectible insurance, (b) the insurance with respect to a newly acquired automobile shall not apply against a loss with respect to which the named insured or spouse has other valid and collectible insurance and (c) that with respect to existing insurance for which credit has been given, this supplement shall not apply until the expiration of such existing insurance.

9. Policy Provisions. None of the insuring agreements, exclusions, conditions, provisions or other terms of the policy shall apply to the insurance afforded by this supplement except 'Premium", "Subrogation", "Inspection and Audit", "Assignment", "Changes", "Cancellation", "Terms of Policy Conformed to Statute" and "Declarations".

This supplement shall not apply unless the AUTOMOBILE SCHEDULE - Form CLP-38 is attached to and forms a part of the policy and is countersigned by a duly authorized agent of the company.

COMPREHENSIVE LIABILITY POLICY

UNITED PACIFIC
Insurance Company

...RATIONS Policy Number CLP 47001

(1)BIRKEMEIER CONSTRUCTION CO., A CO-PARTNERSHIP.
ITITY CONSISTING OF DAN BIRKEMEIER & RICHARD
IRKEMEIER, (2)DAN BIRKEMEIER & (3) RICHARD
IRKEMEIER

ILWAUKIE, OREGON

m 3-1-62 (MONTH-DAY-YEAR) to 3-1-63 (MONTH-DAY-YEAR) at 12:01 A.M.

lard time at the address of the named insured as stated herein.

I HEREBY CERTIFY THAT THIS IS A TRUE COPY OF THE ORIGINAL POLICY.

SIGNED _____
VAL T. WEBBER
ASST. VICE-PRES.

Please Read Your Policy

MANSFIELD & CO.
SURETY BONDS - INSURANCE
Phone: CApitol 8-0191
1875 S. W. FIFTH AVE. PORTLAND 1, OREGON

UNITED PACIFIC
Insurance Company
TACOMA, WASHINGTON
A STOCK COMPANY

SHORT RATE CANCELLATION TABLE AND RULE

TABLE FOR POLICIES IN FORCE ONE YEAR OR LESS

DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM
1	5%	37-40	21%	95- 98	37%	154-156	53%	219-223	69%	292-296	85%
2	6	41-43	22	99-102	38	157-160	54	224-228	70	297-301	86
3- 4	7	44-47	23	103-105	39	161-164	55	229-232	71	302-305 (10 MOS.)	87
5- 6	8	48-51	24	106-109	40	165-167	56	233-237	72	306-310	88
7- 8	9	52 54	25	110-113	41	168-171	57	238-241	73	311-314	89
9-10	10	55-58	26	114-116	42	172-175	58	242-246 (8 MOS.)	74	315-319	90
11-12	11	59-62 (2 MOS.)	27	117-120	43	176-178	59	247-250	75	320-323	91
13-14	12	63-65	28	121-124 (4 MOS.)	44	179-182 (6 MOS.)	60	251-255	76	324 328	92
15-16	13	66-69	29	125-127	45	183-187	61	256-260	77	329-332	93
17-18	14	70-73	30	128-131	46	188 191	62	261-264	78	333-337 (11 MOS.)	94
19-20	15	74 76	31	132-135	47	192-196	63	265-269	79	338 342	95
21 22	16	77 80	32	136-138	48	197-200	64	270-273 (9 MOS.)	80	343-346	96
23-25	17	81-83	33	139-142	49	201 205	65	274-278	81	347-351	97
26-29	18	84-87	34	143-146	50	206 209	66	279-282	82	352-355	98
30-32 (1 MO.)	19	88-91 (3 MOS.)	35	147-149	51	210-214 (7 MOS.)	67	283-287	83	356-360	99
33-36	20	92-94	36	150-153 (5 MOS.)	52	215-218	68	288-291	84	361-365 (12 MOS.)	100

RULE FOR POLICIES IN FORCE MORE THAN ONE YEAR

1. DETERMINE FULL ANNUAL PREMIUM AS FOR A POLICY WRITTEN FOR A TERM OF ONE YEAR.
2. DEDUCT SUCH PREMIUM FROM THE FULL POLICY PREMIUM, AND ON THE REMAINDER CALCULATE THE PRO RATA EARNED PREMIUM ON THE BASIS OF THE RATIO OF THE LENGTH OF TIME BEYOND ONE YEAR THE POLICY HAS BEEN IN FORCE TO THE LENGTH OF TIME BEYOND ONE YEAR FOR WHICH THE POLICY WAS ORIGINALLY WRITTEN.
3. ADD PREMIUM PRODUCED IN ACCORDANCE WITH ITEMS (1) AND (2) TO OBTAIN EARNED PREMIUM DURING FULL PERIOD POLICY HAS BEEN IN FORCE.

UNITED PACIFIC Insurance Company, TACOMA, WASHINGTON

Agent MANSFIELD & COMPANY
Renew CLP-36019 Replace

COMPREHENSIVE LIABILITY POLICY

DECLARATIONS Policy Number CLP 47001

1. NAME OF INSURED: (1)BIRKEMEIER CONSTRUCTION CO., A CO-PARTNERSHIP. ENTITY CONSISTING OF DAN BIRKEMEIER & RICHARD BIRKEMEIER, (2)DAN BIRKEMEIER & (3) RICHARD BIRKEMEIER
2. ADDRESS OF INSURED: MILWAUKIE, OREGON
3. POLICY PERIOD: From 3-1-62 (MONTH-DAY-YEAR) to 3-1-63 (MONTH-DAY-YEAR) at 12:01 A.M.
4. standard time at the address of the named insured as stated herein. The insurance afforded is only with respect to such and so many of the following coverages and hazards thereunder as are indicated by insertion of the limit of the Company's liability opposite the coverage and hazard. The limit of the Company's liability for each such coverage and hazard shall be as stated herein, subject to the terms of this policy having reference thereto.

COVERAGES	HAZARDS		LIMITS OF LIABILITY	
A. BODILY INJURY LIABILITY	Automobile	$ 250,000.00	Each Person $ 500,000.00	Each Occurrence
	Personal	$ NOT COVERED	Each Person $ NOT COVERED	Each Occurrence
	Business	$ 250,000.00	Each Person $ 500,000.00	Each Occurrence
			$ 500,000.00	Aggregate Products — Completed Operations
B. PROPERTY DAMAGE LIABILITY	Automobile	$ 250,000.00	Each Occurrence	
	Personal	$ NOT COVERED	Each Occurrence	
	Business	$ 250,000.00	Each Accident $ 500,000.00	Aggregate
C. MEDICAL PAYMENTS	Automobile	$	Each Person - Private Passenger Type Owned	
	Automobile	$	Each Person - Other than Private Passenger Type Owned	
	Personal	$	Each Person $	Each Accident
	Business	$	Each Person $	Each Accident

AUTOMOBILE PHYSICAL DAMAGE SUPPLEMENT ☒ Coverage Applies per Schedule ☐ Coverage NOT Afforded

OTHER SUPPLEMENTS:

5. The Provisional Deposit Premium is $ 1.00. If the Policy Period is for more than one year, an additional Provisional Deposit Premium shall be charged for each succeeding annual period.
   Such premiums are subject to ANNUAL audit.
6. The named insured's principal business operations are CONTRACTORS
7. Records are kept and may be audited at the above address. *
8. During the past year no insurer has canceled or declined insurance issued to the named insured similar to that afforded hereunder. *
   EXCEPTIONS, IF ANY, TO 7 or 8. (* absence of entry means "no exceptions"):
9. Should any policy listed below be canceled, reduced or transferred prior to its expiration date immediate written notice shall be given by the insured informing the company of such cancellation, reduction or transfer.

NAME OF COMPANY	POLICY NUMBER	SUBJECT OF INSURANCE	COVERAGE	AMOUNT OR LIMIT	EXPIRATION DATE

MANSFIELD & CO.

Countersigned by _____ Authorized Agent

THESE DECLARATIONS WITH FORM **CLP-9 3-61** CONSTITUTE THE ABOVE NUMBERED POLICY

SEE REVERSE SIDE FOR ENDORSEMENTS APPLYING TO THIS POLICY.

Agent MANSFIELD & COMPANY

This Endorsement No. 6 , forms a part of Policy No. CLP 47001 , and is effective * (MONTH-DAY-YEAR)
at the hour designated in said policy, issued to *

by the UNITED PACIFIC INSURANCE COMPANY.

*These spaces need not be completed if this endorsement and the policy bear the same inception date.

INTERESTS COVERED

It is agreed with respect to owned automobiles not of the private passenger type, other than automobiles of the pickup body or sedan delivery type, any provision in the policy to which this endorsement is attached extending the benefits of this insurance to any person or firm or corporation other than the insured named therein is hereby declared null and void and in lieu thereof it is agreed that the unqualified word "insured" wherever used in the policy includes the named insured, any partner, executive officer, director, stockholder or employee thereof while acting within the scope of his duties, however, no coverage shall be afforded:

1. To any employee of the named insured with respect to an occurrence or accident taking place during use of the automobile in the business of another to whom such automobile is rented, loaned or leased.

2. To any person or organization or any agent, employee or contractor thereof, other than the named insured, who is required to carry automobile insurance under any motor carrier law.

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

Countersigned by _____
* Authorized Representative

Harold F. Baird
PRESIDENT

A-323 12-53

UNITED PACIFIC INSURANCE GROUP

Agent MANSFIELD & COMPANY

This Endorsement No. 7 , forms a part of Policy No. CLP 47001 , and is effective * (MONTH-DAY-YEAR)
at the hour designated in said policy, issued to *

by the company of the UNITED PACIFIC INSURANCE GROUP designated therein.

***These spaces need not be completed if this endorsement and the policy bear the same inception date.**

PROPERTY DAMAGE - BROAD FORM

(Contractor's Form - For Attachment to CLP Policy)

It is agreed that:

1. The words "caused by accident" are deleted from coverage B with respect to the Business hazard. Wherever the word "accident" appears in the policy and is applicable to such coverage and hazard, it is amended to read "occurrence".

2. Exclusion (f) is deleted and the following is substituted:
"(f) with respect to the Business hazard only, to property damage (1) to property owned, leased, rented or used by the insured; (2) to property held by the insured for storage or sale, or to property in the care, custody or control of the insured for repair while on the premises of the insured, except injury to or destruction of such property arising out of the use of elevators or escalators or liability assumed under sidetrack agreements; (3) to property consisting of work which is in the process of construction by or for the insured, including materials used or to be used in connection therewith; provided, however, that in the case of work consisting of alterations or repairs, this exclusion shall apply only to that portion of the work being altered or repaired; (4) to goods or products manufactured, sold, handled or distributed, or premises alienated by the named insured, or work completed by or for the named insured out of which the occurrence arises; (5) property knowingly or intentionally damaged by or at the direction of the insured; and (6) caused by any material discharged or released from aircraft in the course of dusting, spraying or seeding;"

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

Countersigned by MANSFIELD & CO.

Authorized Representative

Harold F. Baird
PRESIDENT

CLP-21 1-62

Agent MANSFIELD & COMPANY

This Endorsement No. 8 , forms a part of Policy No. CLP 47004 , and is effective * (MONTH-DAY-YEAR)
at the hour designated in said policy, issued to *

by the UNITED PACIFIC INSURANCE COMPANY.

*These spaces need not be completed if this endorsement and the policy bear the same inception date.

LIMITATION – Additional Interests of Joint Ventures and Partnerships

(For Attachment to CLP Policy)

It is agreed that such insurance as is afforded by the policy with respect to the Automobile and Business hazards does not apply to operations of the named insured in any partnership or joint venture with any other person, firm or corporation except as may be provided by endorsement issued to form a part of the policy which endorsement names such other person, firm or corporation as an insured thereunder.

Provisions of this endorsement shall not apply to any automobile of the Private Passenger type owned by or registered in the name of an individual who is a named insured under the policy.

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

MANSFIELD & CO.

Countersigned by _____ BY _____
Authorized Representative

Harold F. Baird
PRESIDENT

CLP-45 1-61

Agent MANSFIELD & COMPANY

This Endorsement No. 3 , forms a part of Policy No. RRP 1373 , and is effective * 9-16-63 (MONTH-DAY-YEAR)
at the hour designated in said policy, issued to * OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY and UNION PACIFIC RAILROAD COMPANY

by the UNITED PACIFIC INSURANCE COMPANY.

*These spaces need not be completed if this endorsement and the policy bear the same inception date.

AMENDMENT OF POLICY
(No Premium Change)

It is agreed that the

- ☐ Name of Insured
- ☐ Address of Insured
- ☒ Policy Period
- ☐ Coverage
- ☐ Limits of Liability
- ☐ Description of Automobile and Purchase Information
- ☐ Motor Number
- ☐ Serial Number
- ☐ Occupation or Principal Business of Named Insured
- ☐ Employer's Name & Description of Business
- ☐ Principal Place of Garaging
- ☐ Location of Premises
- ☐ Name of Mortgagee or Loss Payee
- ☐ Address of Mortgagee or Loss Payee
- ☐

is (are) amended as follows:

MARCH 16, 1962 to OCTOBER 16, 1963

Only items marked ☒ are hereby affected.

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

MANSFIELD & CO.

Countersigned by _____ BY _____ Authorized Representative

Harold F. Baird PRESIDENT

G-28 9-56

Agent Mansfield & Co.

This Endorsement No. 2 , forms a part of Policy No. RBP 1373 , and is effective * 3-16-62 (MONTH-DAY-YEAR)
at the hour designated in said policy, issued to * OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY and UNION PACIFIC RAILROAD COMPANY

by the UNITED PACIFIC INSURANCE COMPANY.

*These spaces need not be completed if this endorsement and the policy bear the same inception date.

AMENDMENT OF POLICY
(No Premium Change)

It is agreed that the

- ☐ Name of Insured
- ☐ Address of Insured
- ☒ Policy Period
- ☐ Coverage
- ☐ Limits of Liability
- ☐ Description of Automobile and Purchase Information
- ☐ Motor Number
- ☐ Serial Number
- ☐ Occupation or Principal Business of Named Insured
- ☐ Employer's Name & Description of Business
- ☐ Principal Place of Garaging
- ☐ Location of Premises
- ☐ Name of Mortgagee or Loss Payee
- ☐ Address of Mortgagee or Loss Payee
- ☐

is (are) amended as follows:

March 16, 1962, to September 16, 1963

Only items marked ☒ are hereby affected.

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

MANSFIELD & CO.

Countersigned by _____ Authorized Representative

Harold L. Baird
PRESIDENT

G-28 9-56

UNITED PACIFIC INSURANCE GROUP

Agent MANSFIELD & COMPANY

This Endorsement No. , forms a part of Policy No. RRP-1373 , and is effective * 3-16-62 (MONTH-DAY-YEAR)
at the hour designated in said policy, issued to * OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND UNION PACIFIC RAILROAD COMPANY

by the company of the UNITED PACIFIC INSURANCE GROUP designated therein.

*These spaces need not be completed if this endorsement and the policy bear the same inception date.

IT IS HEREBY UNDERSTOOD AND AGREED THE POLICY DECLARATIONS ARE AMENDED WITH RESPECT TO THE FOLLOWING;

1. **DECLARATION ITEM 1. NAMED INSURED;**

   OREGON-WASHINGTON RAILROAD AND NAVIGATION COMPANY AND UNION PACIFIC RAILROAD COMPANY AND ANY OTHER RAILROAD COMPANY OR COMPANIES AT ANY TIME LAWFULLY USING THE RAILROADS' PROPERTY OR FACILITIES.

2. **DECLARATION ITEM 4. NAME AND ADDRESS OF CONTRACTOR;**

   BIRKEMEIER CONSTRUCTION COMPANY
   14511 S.E. RIVER ROAD
   MILWAUKIE, OREGON

3. **DECLARATION ITEM 6. DESIGNATION OF THE JOB SITE AND DESCRIPTION OF WORK;**
   GRADING, PAVING AND UNION PACIFIC OVERCROSSINGS AT N.E. 122nd AVENUE, MULTNOMAH COUNTY, OREGON UNDER STATE OF OREGON STATE HIGHWAY COMMISSION CONTRACT NO. 6052 AWARDED MARCH 16, 1962.

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

Countersigned by MANSFIELD & CO.
BY _____ Authorized Representative

Harold F. Baird
PRESIDENT

G-18 1-54

MANSFIELD & COMPANY

UNITED PACIFIC
Insurance Company

HOME OFFICE TACOMA WASHINGTON

Railroad Protective Liability Policy

Policy No. RRP 1373

DECLARATIONS

Item 1. Named Insured OREGON-WASHINGTON RAILROAD AND NAVIGATION COMPANY AND UNION PACIFIC RAILROAD COMPANY (See Endorsement #1)

Address 836 PITTOCK BLOCK, PORTLAND, OREGON

Item 2. Policy Period: From 3-16-62 to 3-16-63
12:01 A.M., standard time at the designated job site as stated herein.

Item 3. The insurance afforded is only with respect to such of the following coverages as are indicated (in Item 7) by specific premium charge or charges. The limit of the company's liability against such coverage or coverages shall be as stated herein, subject to all the terms of this policy having reference thereto.

	Coverages		Limits of Liability
A	Bodily Injury Liability	250,000.00	each person
		500,000.00	each occurrence
B & C	Property Damage Liability and Physical Damage to Property	250,000.00	each occurrence
		500,000.00	aggregate

Item 4. Name and Address of Contractor BIRKEMEIER CONSTRUCTION COMPANY
MILWAUKIE, OREGON

Item 5. Name and Address of Governmental Authority for whom the work by the contractor is being performed STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, SALEM, OREGON

Item 6. Designation of the Job Site and Description of Work GRADING, PAVING AND UNION PACIFIC OVERCROSSINGS AT N. E. 122nd AVENUE, MULTNOMAH COUNTY, OREGON (See Endorsement #1)

Item 7. Premium Bases:

	Cost	Rates Per $100 of Cost Coverage A	Rates Per $100 of Cost Coverages B & C	Advance Premiums Coverage A	Advance Premiums Coverages B & C
Contract:	220,108.50	.26	.17	572.28	374.18
Rental:					

Advance Premium Total $ 946.46

MANSFIELD & CO.

Countersigned by _____
Authorized Agent

RRP-17 5-58

UNITED PACIFIC

Insurance Company

TACOMA, WASHINGTON
HEREINAFTER CALLED THE COMPANY

Agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declarations made by the named insured and subject to all of the terms of this policy:

INSURING AGREEMENTS

I. Coverage A - Bodily Injury Liability

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness, or disease, including death at any time resulting therefrom, hereinafter called "bodily injury" either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, or (2) sustained at the designated job site by the contractor or any employee of the contractor or by any designated employee of the insured whether or not arising out of such acts or omissions.

Coverage B - Property Damage Liability

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of physical injury to or destruction of property, including loss of use of any property due to such injury or destruction, hereinafter called "property damage," arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations.

Coverage C - Physical Damage to Property

To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations; provided such property is owned by the named insured or is leased or entrusted to the named insured under a lease or trust agreement.

II. Definitions

(a) Insured- The unqualified word "insured" includes the named insured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) Contractor - The word "contractor" means the contractor designated in Item 4 of the declarations and includes all subcontractors of said contractor but shall not include the named insured.

(b) Contractor - The word "contractor" means the contractor designated in Item 4 of the declarations and includes all subcontractors of said contractor but shall not include the named insured.

(c) Designated employee of the insured - The words "designated employee of the insured" mean:

(1) any supervisory employee of the insured at the job site,
(2) any employee of the insured while operating, attached to or engaged on work trains or other railroad equipment at the job site which are assigned exclusively to the contractor, or

(3) any employee of the insured not within (1) or (2) who is specifically loaned or assigned to the work of the contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the contractor or by governmental authority.

(d) Contract - The word "contract" means any contract or agreement to carry a person or property for a consideration or any lease, trust or interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. Defense, Settlement, Supplementary Payments

With respect to such insurance as is afforded by this policy under coverages A and B, the company shall:

(a) defend any suit against the insured alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent; but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) pay, in addition to the applicable limits of liability

(1) all expenses incurred by the company, all costs taxed against the insured in any such suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon;

(2) premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, but without obligation to apply for or furnish any such bonds;

(3) expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) all reasonable expenses, other than loss of earnings, incurred by the insured at the company's request.

IV. Policy Period Territory

This policy applies only to occurrences and losses during the policy period and within the United States of America, its territories or possessions, or Canada.

EXCLUSIONS

This policy does not apply:

(a) to liability assumed by the insured under any contract or agreement except a contract as defined herein;

(b) to bodily injury or property damage caused intentionally by or at the direction of the insured;

(c) to bodily injury, property damage or loss which occurs after notification to the named insured of the acceptance of the work by governmental authority, other than bodily injury, property damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) under coverages A (1), B and C, to bodily injury, property damage or loss, the sole proximate cause of which is an act or omission of any insured other than acts or omissions of any designated employee of any insured;

(e) under Coverage A, to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers" Liability Act, U. S. Code (1946) Title 45, Sections 51-60, as amended, shall for the purposes of this insurance be deemed not to be any similar law;

(f) under coverage B, to injury to or destruction of property (i) owned by the named insured or (ii) leased or entrusted to the named insured under a lease or trust agreement;

(g) under coverage C, to loss due to nuclear radiation or radioactive contamination, or to any act or condition incident to any of the foregoing.

CONDITIONS

The conditions, except conditions 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 apply to all coverages. Conditions 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 apply only to the coverage noted thereunder.

1. Premium The premium bases and rates for the hazards described in the declarations are stated therein. Premium bases and rates for hazards not so described are those applicable in accordance with the manuals in use by the company.

The term "contract cost" means the total cost of all work described in Item 6 of the declarations.

The term "rental cost" means the total cost to the contractor for rental of work trains or other railroad equipment, including the remuneration of all employees of the insured while operating, attached to or engaged thereon.

The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy the earned premium shall be computed in accordance [illegible] rating plans, premiums and minimum premiums applic-

insured while operating, attached to or engaged thereon.

The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceeds the estimated advance premium paid, the company shall look to the contractor specified in the declarations for any such excess; if less, the company shall return to the said contractor the unearned portion paid.

In no event shall payment of premium be an obligation of the named insured.

2. Inspection The named insured shall make available to the company records of information relating to the subject matter of this insurance.

The company shall be permitted to inspect all operations in connection with the work described in Item 6 of the declarations.

3. Limits of Liability Coverage A The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by one person as the result of any one occurrence; the limit of such liability stated in the declarations as applicable to "each occurrence" is, subject to the above provisions respecting each person, the total limit of the company's liability for all such damage arising out of bodily injury sustained by two or more persons as the result of any one occurrence.

4. Limits of Liability Coverages B & C The limit of liability under coverages B and C stated in the declarations as applicable to "each occurrence" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of all property of one or more persons or organizations, including the loss of use of any property due to such injury or destruction under coverage B, as the result of any one occurrence.

Subject to the above provision respecting "each occurrence," the limit of liability under coverages B and C stated in the declarations as "aggregate" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of property, including the loss of use of any property due to such injury or destruction under coverage B.

Under coverage C, the limit of the company's liability for loss shall not exceed the actual cash value of the property, or if the loss is of a part thereof the actual cash value of such part, at time of loss, nor what it would then cost to repair or replace the property or such part thereof with other of like kind and quality.

5. Severability of Interests Coverages A and B The term "the insured" is used severally and not collectively, but the inclusion herein of more than one insured shall not operate to increase the limits of the company's liability.

6. Notice In the event of an occurrence or loss, written notice containing particulars sufficient to identify the insured and also reasonably obtainable information with respect to the time, place and circumstances thereof, and the names and addresses of the injured and of available witnesses, shall be given by or for the insured to the company or any of its authorized agents as

soon as practicable. If claim is made or suit is brought against the insured, he shall immediately forward to the company every demand, notice, summons or other process received by him or his representative.

7. Assistance and Cooperation of the Insured (Coverages A & B) The insured shall cooperate with the company and, upon the company's request, attend hearings and trials and assist in making settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. The insured shall not, except at his own cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of accident.

8. Action Against Company (Coverages A and B) No action shall lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all the terms of this policy, nor until the amount of the insured's obligation to pay shall have been finally determined either by judgment against the insured after actual trial or by written agreement of the insured, the claimant and the company.

Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this policy to the extent of the insurance afforded by this policy, no person or organization shall have any right under this policy to join the company as a party to any action against the insured to determine the insured's liability. Bankruptcy or insolvency of the insured or of the insured's estate shall not relieve the company of any of its obligations hereunder.

Coverage C No action shall lie against the company unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this policy nor until thirty days after proof of loss is filed and the amount of loss is determined as provided in this policy.

9. Insured's Duties in Event of Loss (Coverage C) In the event of loss the insured shall:

(a) protect the property, whether or not the loss is covered by this policy, and any further loss due to the insured's failure to protect shall not be recoverable under this policy; reasonable expenses incurred in affording such protection shall be deemed incurred at the company's request;

(b) file with the company, as soon as practicable after loss, his sworn proof of loss in such form and including such information as the company may reasonably require and shall, upon the company's request, exhibit the damaged property.

10. Appraisal (Coverage C) If the insured and the company fail to agree as to the amount of loss, either may, within 60 days after the proof of loss is filed, demand an appraisal of the loss. In such event the insured and the company shall each select a competent appraiser, and the appraisers shall select a competent and disinterested umpire. The appraisers shall state separately the actual cash value and the amount of loss and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The insured and the company shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

...shall not be held to have waived any of its rights by any act re-

[illegible] failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The insured and the company shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

The company shall not be held to have waived any of its rights by any act relating to appraisal.

11. Payment of Loss Coverage C — The company may pay for the loss in money but there shall be no abandonment of the damaged property to the company.

12. No Benefit to Bailee Coverage C — The insurance afforded by this policy shall not inure directly or indirectly to the benefit of any carrier or bailee, other than the named insured, liable for loss to the property.

13. Subrogation — In the event of any payment under this policy, the company shall be subrogated to all the insured's rights of recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

14. Application of Insurance — The insurance afforded by this policy is primary insurance.

15. Three Year Policy — A policy period of three years is comprised of three consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this policy shall apply separately to each annual period.

16. Changes — Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or estop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy, signed by a duly authorized agent of the company.

17. Assignment — Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon.

18. Cancelation — This policy may be canceled by the named insured by mailing to the company written notice stating when thereafter the cancelation shall be effective. This policy may be canceled by the company by mailing to the named insured, contractor and governmental authority at the respective addresses shown in this policy written notice stating when not less than thirty days thereafter such cancelation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancelation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancelation is effected or as soon as practicable after cancelation becomes effective, but payment or tender of unearned premium is not a condition of cancelation.

19. Declarations By acceptance of this policy the named insured agrees that such statements in the declarations as are made by him are his agreements and representations, that this policy is issued in reliance upon the truth of such representations and that this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

In witness whereof, THE UNITED PACIFIC INSURANCE COMPANY has caused this policy to be signed by its President and Secretary; but the same shall not be binding upon the Company unless countersigned on the declarations page by a duly authorized agent of the company.

SECRETARY

PRESIDENT

Agent MANSFIELD & COMPNY

Agent MANSFIELD & COMPNY

This Endorsement No. 1• , forms a part of Policy No. 1373 , and is effective * 3-16-62 (MONTH-DAY-YEAR)
at the hour designated in said policy, issued to * OREGON-WASHINGTON RAILROAD AND NAVIGATION COMPANY AND UNION PACIFIC RAILROAD COMPANY

by the UNITED PACIFIC INSURANCE COMPANY.

*These spaces need not be completed if this endorsement and the policy bear the same inception date.

DUPLICATE POLICY

It is agreed that the policy to which this endorsement is attached is a duplicate of the original policy bearing like number, date and coverage; and that the execution and delivery of said duplicate policy by the company, and/or its possession by the insured or any other person shall in no sense be construed as affording coverage other than or in excess of that provided by the original policy, including the endorsements attached thereto; and cancellation of said original policy shall operate as cancellation of the duplicate to which this endorsement is attached.

All terms and conditions of the policy to which this endorsement is attached remain unchanged except as herein specifically provided.

Countersigned by MANSFIELD & CO. By _____ Authorized Representative

Harold F. Baird PRESIDENT

G-27 9-53

RECEIVED
MAR 1 1 1963
FOR FILING

Salem, Oregon
March 11, 1963

Contract No. 6052
Birkemeier Construction Co.
N. E. 122nd Ave. & UPRR Overcrossing
Multnomah County

Mr. C. A. Gardner
Bridge Division
Salem

Attached for approval is copy of Endorsement No. 2 to United Pacific Insurance Co. Policy RRP 1373, extending the expiration date of insurance on the above contract from March 16, 1963 to September 16, 1963. (OWRR &N and UP Railroad Company, assured).

We would appreciate copy for our insurance file.

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. R. L. Porter
fp

Monthly transaction number	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
DEC 21 1962 12-100		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
8		Multnomah
		Project number S-255(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on Sept. 25, 19 62, is hereby modified as follows:

Revised estimated total cost of project $ 258,393.00

Revised Federal funds $ 162,700.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of December, 19 62.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By L. H. Parks

Asst State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
Division Engineer

By: L. R. Backlund
Administrative Manager

USComm-DC 11170

December 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

We are forwarding two copies of Modification of Project Agreement, signed by a Highway Official, for the Sandy Blvd. and UPRR Undercrossing Section, Project No. S-255(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KHC:jb

November 29, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Sandy Blvd. and UPRR Undercrossing, Project No. S-255(5).

The estimate has been revised to include all work which was retained in P.S. and E. status.

We are also forwarding two copies of agreement, File No. PUX 434, dated August 29, 1962, with the Union Pacific Railroad Company relative to construction of the above project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-255(5)

SANDY BLVD. AND UPRR UNDERCROSSING SECTION

OF N.E. 122nd AVENUE (FAS ROUTE 654) IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Revised to include the work which was retained in P.S. and E. status.)

Salem, Oregon, November 29, 1962

Type Code 0010
Roadway (Sta. "S" 4+05 thru equa. "S" 0+67.17 = "N" 0+09.57 to Sta. "N" 30+97)
(Contract No. 6052)

Clearing and Grubbing	All Required		$ 5,000.00
Drainage Excavation, Unclassified	1,150 cu.yd.	$ 3.50	4,025.00
General Excavation, Unclassified	39,000 cu.yd.	0.50	19,500.00
Short Overhaul	141,500 yd.sta.	0.015	2,122.50
Long Overhaul	1,840 C-yd.sta.	0.40	736.00
24-inch Corrugated Metal Pipe	100 lin.ft.	7.50	750.00
48-inch Corrugated Metal Pipe	250 lin.ft.	20.00	5,000.00
30-inch Concrete Pipe	140 lin.ft.	11.00	1,540.00
156-inch Structural Plate Pipe, 10 Gage	120 lin.ft.	82.00	9,840.00
Concrete Manholes	1 only	250.00	250.00
Metal Guard Rail	125 lin.ft.	4.00	500.00
Barricade, Construct and Salvage	All Required		5,000.00
Type 3 Fence	7 rod	30.00	210.00
Coarse Crushed Material in Base	910 cu.yd.	2.90	2,639.00
3/4" - 0 Material in Base	490 cu.yd.	2.90	1,421.00
Sprinkling	70 M-gal.	3.00	210.00
Class "B" Asphaltic Concrete	650 ton	7.20	4,680.00
Structural Excavation Wall	750 cu.yd.	4.00	3,000.00
Structural Excavation Below Elevation Shown	10 cu.yd.	6.00	60.00
Class "A" Concrete Wall	130 cu.yd.	56.00	7,280.00
Metal Reinforcement (26,352 lbs.)	All Required (16¢)		3,200.00
8-inch Perforated Metal Pipe	240 lin.ft.	1.50	360.00
Special Backfill	18 cu.yd.	5.00	90.00
	Subtotal		$ 77,413.50
	10% Engr. & Cont.		7,740.50
	Total		$ 85,154.00

Type Code X721
Sandy Blvd. U'xing (Br. #9059)(Sta. "N" 0+09.57)(Contract 6052)

Shoring, Cribbing, etc.	All Required (40%)		$ 1,600.00
Structural Excavation (Structures)	470 cu.yd.	$ 4.00	1,880.00

Structural Excavation Below Elevation Shown	20 cu.yd.	$ 6.00	$ 120.00
Class "A" Concrete Structures (686 cu.yd.)	All Required (65%)		38,402.00
Metal Reinforcement (118,584 lb.)	All Required (72%)		14,400.00
Metal Parapet Railing	260 lin.ft.	8.00	2,080.00
Preparation of Slopes	430 sq.yd.	1.00	430.00
Concrete Slab Riprap	430 sq.yd.	7.50	3,225.00
8" Metal Drain Pipe	50 lin.ft.	4.00	200.00
Detour Structure and Signing	All Required		11,500.00
			$ 73,837.00

Type Code X631
UPRR U'xing (Br. #9060)(Sta. "Y" 0+80.68)(Contract 6052)

Shoring, Cribbing, etc.	All Required (60%)		$ 2,400.00
Structural Excavation (3tructures)	650 cu.yd.	$ 4.00	2,600.00
Structural Excavation Below Elevation Shown	30 cu.yd.	6.00	180.00
Class "A" Concrete (369 cu.yd.)	All Required (35%)		20,678.00
Metal Reinforcement (19,764 lb.)	All Required (12%)		2,400.00
Structural Steel (188,000 lb.)	All Required		37,500.00
Preparation of Slopes	40 sq.yd.	1.00	40.00
Concrete Slab Riprap	40 sq.yd.	7.50	300.00
Waterproofing	230 sq.yd.	12.00	2,760.00
			$ 68,858.00
Work by UPRR Co.	All Required		$ 14,795.00
	Subtotal		$157,490.00
	10% Engr. & Cont.		15,749.00
	Total		$173,239.00

Length of Roadway - - - - - - 0.652 Mile
Length of 2 Structures- - - 0.000 Mile
Total Length- - - - - - - - - 0.652 Mile
Cost of Roadway Per Mile- - $130,604.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 85,154.00	$ 53,600.00	$15,777.00	$15,777.00
Structures	173,239.00	109,100.00	32,069.50	32,069.50
	$258,393.00	$162,700.00	$47,846.50	$47,846.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

SANDY BLVD. AND UPAR UNDERCROSSING SECTION

PROJECT NO. S-255(5)

Estimated cost of work by the Union Pacific Railroad Company.

Furnish labor and materials to construct and remove shoofly track and remove and replace track at structure	$19,140.00
Estimated salvage credit (shoofly)	-6,700.00 Cr.
Furnish labor and materials for temporary and permanent rearrangement of signal and communication lines	670.00
Furnish labor and material to install inner track guard rail	1,435.00
Furnish labor and hardware to install and remove 16' temporary plank crossing across shoofly track, etc.	250.00
	$14,795.00

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
OCT 29 1962

FOR FILING

ROAD SYSTEM TRANSACTION NO. 62-72	FC PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Multnomah
		PROJECT NO. S-255(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 122nd Ave. at Sandy Blvd. U.P.R.R.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-62	0.652
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 242,118.00	$ 152,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer September 25, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

September 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Sandy Blvd. and UPRR Undercrossing Section, Project No. S-255(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

RWC:jb

August 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Sandy Blvd. and UPRR Undercrossing Section, Project No. S-255(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:rmb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-255(5)

SANDY BLVD. AND NEAR NORTHEASTERN JUNCTION OF

N. E. 122ND AVENUE (FAS ROUTE 65)

IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1962

Zone Date 0010
Roadway (Sta. "SF" 4+05 Alaska Plus, "F" 0+67.17 - "SF" 0+09.57 to Sta. "SF" 30+97)
(Contract No. 6052)

Clearing and Grubbing	All Required		$ 5,000.00
Drainage Excavation, Unclassified	1,150 cu.yd.	3.50	4,025.00
General Excavation, Unclassified	39,000 cu.yd.	0.50	19,500.00
Short Overhaul	141,500 yd.sta.	0.015	2,122.50
Long Overhaul	1,840 C-yd.sta.	0.40	736.00
24-inch Corrugated Metal Pipe	100 lin.ft.	7.50	750.00
48-inch Corrugated Metal Pipe	250 lin.ft.	20.00	5,000.00
30-inch Concrete Pipe	140 lin.ft.	11.00	1,540.00
156-inch Structural Plate Pipe, 10 Gage	120 lin.ft.	82.00	9,840.00
Concrete Headwalls	1 only	250.00	250.00
Metal Guard Rail	125 lin.ft.	4.00	500.00
Barricade, Construct and Salvage	All Required		5,000.00
Type 3 Fence	7 rods	30.00	210.00
Coarse Crushed Material in Base	910 cu.yd.	2.90	2,639.00
3/4" - 0 Material in Base	490 cu.yd.	2.90	1,421.00
Sprinkling	70 M-Gal.	3.00	210.00
Class "B" Asphaltic Concrete	650 ton	7.20	4,680.00
Structural Excavation Wall	750 cu.yd.	4.00	3,000.00
Structural Excavation Below Elevation Shown	10 cu.yd.	6.00	60.00
Class "A" Concrete Wall	130 cu.yd.	56.00	7,280.00
Metal Reinforcement (26,352 lbs.)	All Required (16%)		3,200.00
8-inch Perforated Metal Pipe	240 lin.ft.	1.50	360.00
Special Backfill	18 cu.yd.	5.00	90.00
	Subtotal		$ 77,413.50
	10% Engr.&Cont.		7,740.50
	Total		$ 85,154.00

Item Code X721
Bridge Steel Piling (Br. #9069)(Sta. "H" 0+09.37)(Contract 6052)

Shoring, Cribbing, etc.	All Required (40%)		$ 1,600.00
Structural Excavation (Structures)	470 cu.yd.	4.00	1,880.00
Structural Excavation Below Elevation Shown	20 cu.yd.	6.00	120.00
Class "A" Concrete Structures (686 cu.yd.)	All Required (65%)		36,402.00
Metal Reinforcement (118,504 lbs.)	All Required (72%)		14,400.00
Metal Parapet Railing	260 lin.ft.	8.00	2,080.00
Preparation of Slopes	430 sq.yd.	1.00	430.00
Concrete Slab Riprap	430 sq.yd.	7.50	3,225.00
8" Metal Drain Pipe	50 lin.ft.	4.00	200.00
Detour Structure and Signing	All Required		11,500.00
			$ 73,837.00

Item Code X721
Bridge Piling (Br. #9069)(Sta. "H" 0+09.68)(Contract 6052)

Shoring, Cribbing, etc.	All Required (60%)		$ 2,400.00
Structural Excavation (Structures)	650 cu.yd.	4.00	2,600.00
Structural Excavation Below Elevation Shown	30 cu.yd.	6.00	180.00
Class "A" Concrete (349 cu.yd.)	All Required (35%)		20,678.00
Metal Reinforcement (19,764 lbs.)	All Required (12%)		2,400.00
Structural Steel (168,000 lbs.)	All Required		37,500.00
Preparation of Slopes	40 sq.yd.	1.00	40.00
Concrete Slab Riprap	40 sq.yd.	7.50	300.00
Waterproofing	230 sq.yd.	12.00	2,760.00
			$ 68,858.00

Subtotal	$ 142,695.00
Adj. Engr. & Cont.	14,269.00
Total	$ 156,964.00

Length of Roadway - - - - - - - - - - - - - -0.692 mile
Length of 2 Structures- - - - - - - - - - - -0.000 mile
Total Length - - - - - - - - - - - - - - - - -0.692 mile
Cost of Roadway per Mile- - - - - - - - - - -$130,604.27

SUMMARY OF COST

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 65,154.00	$ 53,600.00	$ 15,777.00	$ 15,777.00
Structures	156,964.00	98,800.00	29,082.00	29,082.00
	$222,118.00	$152,400.00	$ 44,859.00	$ 44,859.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

Funds for Maint.: Chap. 529, Laws 1939

ESTIMATED IN FORCE ACCOUNT

Description	Total Cost	Federal Funds
Work by Union Pacific R.R. Co.	$ 16,000.00	$ 10,000.00

RECEIVED
NOV 21 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1962

SUBJECT: Pur 434 - N. E. 122nd Ave.
Extension U-Xing
UPRR Co.
Multnomah County

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission

OFFICE

Attached please find fully executed copy of a construction and easement agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment
cc: G. S. Paxson
Ivan Merchant
F. D. Morgan
I. A. DeFrance
A. E. Johnson
J. W. Nash
C. H. Maison
Earl Saling

RECEIVED
NOV 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

NOVEMBER 16, 1962

(File Ref. D 322 - 0 - 18)

PUX-434

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

We refer to your letter of August 30 regarding agreement between our Companies, the State of Oregon and Multnomah County, to cover construction of a highway undercrossing at N. E. 122 Avenue and Sandy Boulevard in Multnomah County, Oregon.

Attached is fully-executed counterpart of agreement dated August 29, 1962, covering the above-mentioned project.

Also, we are attaching for your use and record, ten extra copies of Exhibit "A" print dated April 25, 1962, accompanying the agreement.

Yours very truly,

G. H. Baker

enc.
(C. D. No. 13056-1)

NOTED
J. HERSHBERGER

RECEIVED
NOV 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1962
OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

NOVEMBER 16, 1962

File Ref. D 322 - 0 - 18

PUY - 434

Mr. P. G. Northrop,
Roadmaster and Engineer
County of Multnomah
2115 S. E. Morrison
Portland 14, Oregon

Attn: Mr. Roy L. Bennett,
Office Engineer

Dear Sir:

Reference is made to our letter of July 27 concerning agreement between the State of Oregon, County of Multnomah and our Companies relative to construction of N. E. 122 Avenue undercrossings of our railroad and N. E. Sandy Boulevard.

Attached is fully-executed counterpart of agreement dated August 29, 1962 to cover the above-mentioned project.

Yours very truly,

G. H. Baker

ens.
(C. D. No. 13056-1)

cc: Mr. G. S. Paxson,
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

RECEIVED
NOV 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1962
OREGON
STATE HIGHWAY COMMISSION

FORM S-123
RECEIVED
AUG 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6052

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

August 31, 1962

Niedermeyer-Martin Co.
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Bob Gilsdorf

Gentlemen:

This is in reply to your letter of August 17, addressed to Mr. Ed Rief, State Highway Department, Portland, requesting information on several state highway contracts. We are listing a description of these contracts as follows:

1. Contract No. 5565 with Peter Kiewit Sons' Co., P. O. Box 1777, Vancouver, Wn., for structures, grading and oiling on the Willamette River & Judkins Point Overcrossing Section of the Pacific and McKenzie Highways in Lane County. Surety - The Aetna Casualty & Surety Company,300 Yeon Bldg., Portland 4, Oregon. Completed - December 14, 1961; accepted January 19, 1962.

2. Contract No. 6052 with Birkemeier Construction Co., 14511 S. E. River Road, Milwaukie, for N. E. 122nd Avenue Structure, grading and paving of Sandy Blvd. and UPRR Overcrossings in City of Portland, Multnomah County. Surety - United Pacific Insurance Company, through the agent, Mansfield & Co., 1975 S. W. 5th Ave., Portland 1. Contract not yet completed.

3. Contract No. 5714 with Peter Kiewit Sons' Co., 711 E. Main, Medford, for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties. Surety - The Aetna Casualty & Surety Company, 300 Yeon Bldg., Portland 4. Completed July 18, 1962,but not yet accepted by the Highway Commission.

4. Contract No. 6024 with Salem Road & Driveway Co., P. O. Box 603, Salem, for paving Battle Creek Junction-Illahee Section of the Pacific Highway in Marion County. Surety - United Pacific Insurance Company through the agent, Victor S. Risley Co., 223 Board of Trade Building, Portland 4. Completed August 23, 1962, but not yet accepted by the Highway Commission.

5. Contract No. 5991 with C. R. O'Neil, Rt. 2, Box 95, Creswell, for grading and structure on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County. Surety - Great American Insurance Company, through the agent, Wells-Reed Insurance, 412 Failing Bldg., Portland 4. Contract not yet completed.

6. Contract No. 5829 with Vernie Jarl, P. O. Box 507, Gresham, for grading, paving, structures, and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County. Surety - General Insurance Company of America, through the agent, Dooly & Co., Board of Trade Bldg., Portland 4. Contract not yet completed.

You state in your letter that you have delivered material to the Foress Company, Corvallis, in connection with the above jobs, and have experienced difficulty in obtaining payment. You are no doubt aware that the sureties on the various contracts furnished the performance bonds, which were given to assure completion of the contracts and payment of all bills incurred in them.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission. For your information, we are attaching excerpts from the Oregon laws outlining the filing procedure.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Mr. Ed Rief
Oregon State Highway Department
9200 S. E. McLaughlin Blvd.
Portland, Oregon

RECEIVED
SEP 13 1962
FOR FILING
1255(5)
L252

August 30, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
4525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Undercrossing - N.E. 122nd Avenue
Multnomah County

Enclosed herewith in triplicate is the agreement between the State of Oregon, Multnomah County, and your Company, covering the construction of an undercrossing of your tracks adjacent to the intersection of N. E. 122nd Avenue and Sandy Boulevard. These have been executed by the Board of County Commissioners of Multnomah County and by the State Highway Commission.

Upon execution by your Company, please forward one copy to Multnomah County and one copy to the State Highway Department for their files.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ma
enc. 3

cc Mr. Paul C. Northrop
bc Mr. Forrest Cooper
Mr. F. B. Klaboe

RECEIVED
SEP 6 1962
FOR FILING

6022

AGENDA
SEP 20 1962
4e
4e

Salem, Oregon
August 29, 1962

Undercrossing - N. E. 122nd Avenue
Multnomah County

Mr. Forrest Cooper
State Highway Engineer
Office

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

As requested in your letter of August 23, we are returning to you three copies of an agreement between the State, the Union Pacific Railroad Company and Multnomah County covering the undercrossing of the Union Pacific's tracks by N. E. 122nd Avenue. These copies have been executed by the State Highway Commission and Multnomah County and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

(Confirmation)

M

RECEIVED
JUL 21 1962
FOR FILING

S 255(S)
6052

Salem, Oregon
August 24, 1962

Undercrossing - N.E. 122nd Avenue
Multnomah County

Mr. A. E. Johnson
Division Engineer
PORTLAND

Attached is a copy of the agreement between the Union Pacific Railroad Company, the State, and Multnomah County, covering the undercrossing of the Union Pacific's tracks by N. E. 122nd Avenue. This copy is for your use until such time as an approved copy can be furnished to you.

G. S Paxson
Deputy State Highway Engineer

GSP:ms
attach.

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 23, 1962

SUBJECT: Undercrossing - N.E. 122nd Avenue
Multnomah County

To: Mr. Floyd Query
Secretary
BUILDING

Herewith triplicate copies of an agreement between the Union Pacific Railroad Company, the State Highway Commission and Multnomah County, covering the undercrossing of the Union Pacific's tracks by N. E. 122nd Avenue. This is a federal-aid county road project on which work is proceeding under permit of entry.

The agreements have been signed by Multnomah County and have been approved by our Chief Counsel and by me. Will you please circulate the copies to Commissioners Fridley and Simpson so that I can get them back to the railroad company.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

This agreement has not been previously approved by the Commission. Early approval is requested to expedite the project. If the Commission wishes to sign the agreement I will place it on the Sept. 20 agenda for confirmation

Floyd Query

FORM E-30 SOM 11-61 40250

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1962

To: Mr. G. S. Paxson
Deputy State Highway Engineer

SUBJECT: N. E. 122nd Ave. Ext. U-Xing
Union Pacific Railroad Co.
Multnomah County
Pux 434

OFFICE

The construction agreement in the above matter forwarded by you on August 16 for review has been examined and approved as to form.

J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments

NOTED
C. S. P.

RECEIVED
AUG 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1962
FOR FILING
S-255(5)
6252

Salem, Oregon
August 16, 1962

122nd Avenue Undercrossing

Mr. L. I. Lindas
Chief Counsel
BUILDING

Herewith an extra copy of a tri-party agreement between the Union Pacific Railroad Company, Multnomah County, and the State covering the undercrossing of the Union Pacific's Kenton line by 122nd Avenue. This is a county FAS project. Will you please review this copy and if it is acceptable, advise, and I will then circulate the three master copies for approval and signature.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

COMMISSIONERS
M. JAMES GLEASON
[redacted]
JACK BAIN
L. W. AYLSWORTH

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S.E. MORRISON
PORTLAND 14, OREGON
CA 7-8441

August 15, 1962

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem 10, Oregon

Dear Mr. Cooper: Re: Undercrossing at NE 122nd Avenue

Enclosed herewith in triplicate is a proposed agreement between the State of Oregon, Multnomah County, the Oregon-Washington Railroad & Navigation Company, and the Union Pacific Railroad Company.

Will you please review the agreement and if satisfactory to you have same executed on the part of the State of Oregon. After this is accomplished please return the three copies to:

The Union Pacific Railroad Co.
Attn: Mr. G. H. Baker, Supt.
Transportation Division - Dept. of Operation
2525 No. Larrabee Ave.
Portland 17, Oregon File Ref. D 322 - 0 - 18

Also enclosed are two extra copies of the agreement for your records and use.

Very truly yours,

P. C. NORTHROP
County Engineer

PCN/ms
Encls.

RECEIVED
AUG 16 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1962
FOR FILING

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
6052

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JULY 27, 1962

File Ref. D 322 - 0 - 18

Mr. P. C. Northrop,
Roadmaster and Engineer
County of Multnomah
2115 S. E. Morrison
Portland 14, Oregon

Atten: Mr. Roy L. Bennett,
Office Engineer

Dear Sir:

Referring to your letter of July 5 and previous correspondence relative to construction of N. E. 122 Avenue undercrossings of our railroad and N. E. Sandy Boulevard:

Herewith in triplicate is proposed agreement between the State of Oregon, County of Multnomah and our Companies, covering the project. Will you please review the agreement and if satisfactory, have it executed by the Board of County Commissioners? After this has been accomplished, will you kindly arrange for execution on the part of the State and the return of all counterparts to us for completion on the part of the Railroads.

Attached are four (4) extra copies of the agreement for your records and use.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

ones.

cc: Mr. G. S. Paxson,
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

NOTED
G. S. PAXSON

RECEIVED
JUL 31 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1962
FOR FILING

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
6052

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JULY 27, 1962

File Ref. D 322 - 0 - 18

Mr. P. C. Northrop,
Roadmaster and Engineer
County of Multnomah
2115 S. E. Morrison
Portland 14, Oregon

Atten: Mr. Roy L. Bennett,
Office Engineer

Dear Sir:

Referring to your letter of July 5 and previous correspondence relative to construction of N. E. 122 Avenue undercrossings of our railroad and N. E. Sandy Boulevard:

Herewith in triplicate is proposed agreement between the State of Oregon, County of Multnomah and our Companies, covering the project. Will you please review the agreement and if satisfactory, have it executed by the Board of County Commissioners? After this has been accomplished, will you kindly arrange for execution on the part of the State and the return of all counterparts to us for completion on the part of the Railroads.

Attached are four (4) extra copies of the agreement for your records and use.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enes.

cc: Mr. G. S. Paxson,
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

NOTED
G. S. PAXSON

RECEIVED
JUL 31 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 3 1962
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 2, 1962

6052

Birkemeier Const. Co.,
~~14511~~ SE River Road
Milwaukie
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6052, awarded March 16, 1962, for structures-grading-paving the undercrossing of Sandy Blvd. & UPRR on the NE 122nd Avenue (Portland), Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
MAR 27 1962
FOR FILING

MANSFIELD & CO.

SURETY BONDS—GENERAL INSURANCE
1975 S. W. FIFTH AVENUE TELEPHONE CA 8-0191
PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7032
L. W. NEFF
ATLANTIC 1-8278
J. P. BARNES
ATLANTIC 8-1303
HILARY L. KENNEDY
PROSPECT 5-4953

March 26, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

filed

In Re: Contract #6052 - Birkemeier Construction Co.
NE 122nd Avenue and UPRR Undercrossings
Multnomah County

Dear Mr. Query:

We are enclosing the contract and bond books which have been signed by the partners of the above firm as well as the surety.

The railroad protective policy has been filed with the railroad company. We will be sending you a copy of that policy, together with a copy of Birkemeier Construction Company's comprehensive liability policy in the next day or two.

Yours very truly

Lillian Strong

MANSFIELD & CO.

N

CC - Birkemeier Construction Co.

Multnomah County - Road Department
Attention: Mr. Wheatley

RECEIVED
MAR 27 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 26 1962
COMMISSIONERS

F. K. DRIVER, Chairman
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

6052

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 26, 1962

Mr. C. G. Polk
Division Engineer
U.S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: U'Xing of Sandy Blvd. & UPRR
Contract No. 6052
FAP No. S-255 (5)

Dear Mr. Polk:

Birkemeier Construction Company began work on the Undercrossing of Sandy Boulevard and UPRR project on N. E. 122nd Avenue (Portland) in Multnomah County, Contract No. 6052, FAP No. S-255 (5), on March 21, 1962.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes
J. W. Nash

NOTED
C. W. HEAD

RECEIVED
MAR 21 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, Chairman
PORTLAND
KENNETH N. FRIDLEY, Member
WASCO
GLENN L. JACKSON, Member
MEDFORD

FLOYD QUERY, Secretary
SALEM

6052

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 21, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Birkemeier Const. Co.,
14511 SE River Road
Milwaukie
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission, as follows:

Contract #6052, awarded March 16, 1962, for structures-grading-paving on Undercrossing of Sandy Blvd. & UPRR on 122nd Avenue (Portland) in Multnomah County.

Please execute two of these copies as to contract and bond, and return both copies to this office for execution by the Highway Commission. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT SO IT WILL NOT BE NECESSARY TO RETURN THE FORMS TO YOU FOR CORRECTION.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

PS: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.

dc

RECEIVED
APR 18 1962
FOR FILING

AGENDA
APR 3 1962
3-b

3-b

6052

March 16, 1962

Kirkendall construction Company
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on March 7 accepted your proposal for N. E. 122nd Avenue Structure, Grading and Paving of Sandy Boulevard and U.P.R.R. Overcrossings, in Multnomah County for the sum of $220,178.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 6052.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland
Frank Morgan
L. H. Young
R. G. Savage (.IAC
I. D. Merchant

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired, otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 16, 1962

Birkemeier Construction Company
14511 S. E. River Road
Milwaukie, Oregon

Contract No. 6052 for N. E. 122nd Ave. Structure, Grading and Paving of Sandy Blvd. and U.P.R.R. Overcrossing, Multnomah County, for which you submitted low bid on February 28 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Accounting (5003-900) - Maison
Files
Lee Gatlin

RECEIVED
MAR 13 1962
COMMISSIONER
M. JAMES GLEASON
FOR[illegible]G
JACK BAIN
L. W. KOLLOCK

S-255(5)

- 6052

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND 4, OREGON

Marion

March 8, 1962

State Hwy Engr

Mr. P. G. Northrop
Roadmaster
2115 SE Morrison Street
Portland 14, Oregon

Mr. John J. O'Donnell
Auditor
Court House

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held March 6, 1962, the following action was taken:

Rec Roadmaster that the County Auditor be author to draw a warrant payable to the Oregon State Highway Commission in the amt of $10,000. to cover Multi Co's estimated share of the construction of the Sandy Blvd and Union Pacific Railroad Undercrossings, Fed. Aid Secondary Project #654 (NE 112nd Ave). Funds for this purpose were budgeted and appropriated under Road Fund appropriation objective 7017

ORDERED that said recommendation of the Roadmaster be hereby adopted as the order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By _____
Clerk of Board

Porter

DB

cc - TSCC

original: To CH Mar
3-13-62

RECEIVED
MAR 5 1962
FOR FILING

March 2, 1962

Birkemeier Construction Co.
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on March 2, 1962 accepted your bid in the amount of $220,108.30 for N. E. 162nd Ave. structure, grading and paving of Sunray Blvd. and U.P.R.R. overcrossings in Multnomah County, which was the low bid received for that job on February 26, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 11 1962
COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1962

Multnomah County Court
Court House
Portland, Oregon

Construction Plans
U'Xing of Sandy Blvd. & U.P.R.R.
N. E. 122nd Ave. (Portland)
Multnomah County

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Undercrossing of Sandy Boulevard and the Union Pacific Railroad.

Bids on this project will be received by the Oregon State Highway Commission on February 28, 1962.

Our resident engineer on this project will be Mr. Ken Wheatley, 2115 N. E. Morrison Street, Portland.

Very truly yours,

F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

NOTED
U. S. PARK

FB:fp

Enc.

cc G. S. Paxson
R. L. Porter
A. E. Johnson
Ken Wheatley
Ivan Merchant

RECEIVED
FEB 14 1962
COMMISSIONERS
M. K. BOLIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER WASCO
GLENN L. JACKSON, MEMBER MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1962

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Attention: Mr. R. H. Sallee

Construction Plans
U'Xing of Sandy Blvd. & U.P.R.R
N. E. 122nd Ave. (Portland)
Multnomah County

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Undercrossing of Sandy Boulevard and the Union Pacific Railroad.

Bids on this project will be received by the Oregon State Highway Commission on February 28, 1962.

Our resident engineer on this project will be Mr. Ken Wheatley, 2115 N. E. Morrison Street, Portland.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FS:fp

Enc.

cc G. S. Paxson
R. L. Porter
A. E. Johnson
Ken Wheatley
Ivan Merchant

RECEIVED
FEB 9
OFFICE
STATE HIGHWAY

NOTED
G. S. PAXSON

RECEIVED
FEB 11 1962
FOR

COMMISSIONERS
R. H. McVEE, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland 12, Oregon

Attention: Mr. M. E. Boushu

Construction Plans
U'Xing of Sandy Blvd. & U.P.R.R.
N. E. 122nd Ave. (Portland)
Multnomah County

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Undercrossing of Sandy Boulevard and the Union Pacific Railroad.

Bids on this project will be received by the Oregon State Highway Commission on February 28, 1962.

Our resident engineer on this project will be Mr. Ken Wheatley, 2115 N. E. Morrison Street, Portland.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FB:fp

Enc.

cc G. S. Paxson
R. L. Porter
A. E. Johnson
Ken Wheatley
Ivan Merchant

NOTED
G. S. PAXSON

RECEIVED
2-11-1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5-25-5(c)
16052

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1962

Portland General Electric Company
621 S. W. Alder
Portland 5, Oregon

Attention: Mr. C. E. Robertson

Construction Plans
U'Xing of Sandy Blvd. & U.P.R.R.
N.E. 122nd Ave. (Portland)
Multnomah County

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Undercrossing of Sandy Boulevard and the Union Pacific Railroad.

Bids on this project will be received by the Oregon State Highway Commission on February 28, 1962.

Our resident engineer on this project will be Mr. Ken Wheatley, 2115 N. E. Morrison Street, Portland.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

NOTED
G. S. PAXSON

FS:fp

Enc.

cc G. S. Paxson
R. L. Porter
A. E. Johnson
Ken Wheatley
Ivan Merchant

RECEIVED
FEB 14 1962
COMMISSIONERS
FOR FILING
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1962

Northwest Natural Gas Company
132 N. W. Flanders
Portland 9, Oregon

Attention: Mr. Jim Collins

Construction Plans
U'Xing of Sandy Blvd. & U.P.R.R.
N. E. 122nd Ave. (Portland)
Multnomah County

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Undercrossing of Sandy Boulevard and the Union Pacific Railroad.

Bids on this project will be received by the Oregon State Highway Commission on February 28, 1962.

Our resident engineer on this project will be Mr. Ken Wheatley, 2115 N. E. Morrison Street, Portland.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FS:fp

Enc.

cc G. S. Paxson
R. L. Porter
A. E. Johnson
Ken Wheatley
Ivan Merchant

RECEIVED
FEB 1

RECEIVED
1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1962

Parkrose Water District
10424 N. E. Fremont Street
Portland 20, Oregon

Attention: Mr. Joseph Wagner

Construction Plans
U'Xing of Sandy Blvd. & U.P.R.R.
N. E. 122nd Ave. (Portland)
Multnomah County

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Undercrossing of Sandy Boulevard and the Union Pacific Railroad.

Bids on this project will be received by the Oregon State Highway Commission on February 28, 1962.

Our resident engineer on this project will be Mr. Ken Wheatley, 2115 N. E. Morrison Street, Portland.

Very truly yours,

F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

FS:fp

Enc.

cc G. S. Paxson
R. L. Porter
A. B. Johnson
Ken Wheatley
Ivan Merchant

RECEIVED
FEB 1 1962

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1962

SUBJECT: Pux 434 - N.E.122nd Ave. Extension
U-Xing
Union Pacific Railroad Co.
Multnomah County

To: Mr. G. S. Paxson
Deputy State Highway Engineer
O f f i c e

Attached please find one copy of Public Utility Commissioner's Order No. 38211 which places the burden of maintaining the railroad undercrossing structure on the Railroad Company. In their petition Multnomah County had agreed to maintain the structure.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: H. S. Cox

RECEIVED
FEB 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Order #38211

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 188

In the matter of the Petition of MULTNOMAH COUNTY, by and through its Board of County Commissioners, for permission to construct a crossing below grade of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on an extension of proposed N.E. 122nd Avenue, County Road No. 3119 in Multnomah County, Oregon.	ORDER

The above entitled matter was duly reopened and additional evidence taken on October 23, 1961, before Charles E. Leierer, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Robert M. Christ, Deputy District Attorney, Portland, Oregon
In behalf of Multnomah County

For Respondents:

John M. Reuling, Jr., and Robert B. Batchelder, Attorneys, Portland, Oregon
In behalf of Union Pacific Railroad Company and Oregon-Washington Railroad & Navigation Company

Interested Parties:

Glen V. Sorensen, Assistant Attorney General, of Counsel for Oregon State Highway Commission, Salem, Oregon

For the Commissioner:

Lloyd G. Hammel, Chief Counsel
Salem, Oregon
In behalf of the Public Utility Commissioner

On April 25, 1961, Multnomah County, hereinafter referred to as Petitioner, filed a Petition to construct a crossing above grade of the tracks of Oregon-Washington Railroad & Navigation Company and its Lessee, Union Pacific Railroad Company, hereinafter referred to as Respondents.

Hearing was held on April 8, 1961. Commissioner's Order No. 38024, dated October 3, 1961, was entered granting permission to construct said crossing subject to certain terms and conditions therein stated. The proposal relating to the costs of maintenance of the undercrossing structure were not approved and the record ordered reopened to take additional evidence relating to such costs of maintenance.

At the hearing, certain corrections to Order No. 38024 were requested. No objection was made thereto and such corrections will be made as follows:

(1) Page 3, 2nd complete paragraph, line 5 be corrected to read "Southeast Quarter of the Northeast Quarter (SE¼ NE¼). The underlined words and letters are changed from Northwest and (NW¼).

(2) Page 5, paragraph lettered "b". This paragraph will be amended by the insertion of the words "engineering and inspection service" to read as follows:

"b Subject to reimbursement by Petitioner, furnish such watchmen and flagmen and engineering and inspection service as may be necessary and required to safeguard railroad operations during construction of the project."

Respondents moved to dismiss further proceedings in this matter on the grounds that as to the maintenance on the structure involved there is no issue and that it would be an abuse of the Commissioner's discretion to order the Respondents to assume such maintenance. Respondents prayed that Commissioner's Order No. 38024 be amended placing the maintenance of the structure on the Petitioner. Careful consideration has been given to Respondents' motion and the arguments thereon. It is determined that such motion is not well founded and the same should be and hereby is denied.

Evidence was adduced on behalf of Respondents and Petitioner, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Respondents rely upon three basic reasons why the Commissioner should in this case alter his policy of assessing costs of maintenance of the undercrossing structure here involved against the Respondents. First, the costs of maintenance have increased substantially in comparison with the benefits derived by the Respondents. Second, that the Respondents do not have the most efficient equipment to perform the maintenance. Third, that in performing maintenance on undercrossing structures, the Respondents have experienced a lack of cooperation from the public authority in interest in handling the traffic problems arising because of such maintenance.

The undercrossing structure in question does not replace any existing grade crossing. Where an existing grade crossing is replaced the Respondents have generally agreed to assume the costs of maintenance because the costs of maintaining the crossing structure are offset to some extent by the prior costs of maintaining the grade crossing.

Over the years, crossing structures have grown from structures of 25 to 50 feet in length to ones in excess of 100 feet. There is accordingly an increase in maintenance costs. The benefits received by such structure are alleged to be no greater than those enjoyed by the smaller structures.

Respondents have maintenance equipment designed to effect the maintenance from the top of the structure down and such equipment is rail type equipment only. The maintenance of the track structure over the rail deck must be done from the top of the crossing structure. It is not contradicted that painting the inside of the rail deck can easily be done by equipment from the top of the structure. The painting and maintenance of the supporting structure, including the outside and underside of the rail deck, is more efficiently done by the mobile highway equipment which can work from the bottom up. The highway equipment does not interfere with traffic flow to the extent that Respondents' equipment does and can work in, around and under the structure more easily. The Respondents' equipment must serve a large territory and must be moved long distances in furtherance of their maintenance program. This also results in greater costs than are normally experienced by the public authorities who have mobile highway equipment available for such purposes and can use such equipment as needed.

In the past, in other areas, Respondents have experienced some difficulty in getting the public authority in interest to provide traffic officers to assist in directing traffic and in many instances have received substantial billings for such assistance. Also, there has been a reluctance to stop traffic flow except during nighttime hours. This all results in additional costs for traffic officers and overtime wages paid to the maintenance employees.

The average annual costs for maintaining structures of the type involved here are stated to be approximately $500. It was not denied that under normal circumstances, the cost to the public authority in interest, if such public authority maintained the structure, would in some instances be as much as 30% to 40% less. The Respondents stated that on occasion the maintenance on undercrossing structures was contracted to concerns with the proper equipment. In this case, the Petitioner does not have the necessary specialized equipment and would also contract the maintenance work to be done. Therefore, in this case the costs of maintaining the structure would be approximately the same for either party.

Respondents have their own inspection crews and periodically check the structures for defects and for maintenance requirements. They also have an area-wide maintenance program for their facilities. If maintenance is required the public authority in interest would be notified and arrangements made for the maintenance to be accomplished. Respondents must know the date on which the work is to be done in order to have personnel available to protect the rail traffic over the structure.

In this case, the Respondents are in the best position to know when mainenance is needed and when such maintenance will least interfere with their scheduled movements. They are also in the best position to schedule a regular maintenance program and to insure that maintenance is carried out at regular intervals in a consistent manner. It is to the Respondents' benefit to know that such structures are in a safe condition and receiving the proper periodic maintenance to keep such structures in a safe condition.

On the other hand, it is the responsibility of the public authority in interest to provide adequate traffic direction without cost to the Respondents in order that the maintenance can be accomplished quickly and adequately. Proper cooperation between the parties can serve to reduce the costs and damages to all persons involved. Further, no good reason appears as to why the maintenance cannot be accomplished during normal working hours and thus eliminate overtime costs to Respondents. Normally traffic can temporarily be routed over other routes or so directed under the structure to accomplish a minimum of interference with the progress of the maintenance.

There has not been shown any practical way to divide the maintenance duties between the parties. The public safety will best be insured if the Respondents are responsible for the entire maintenance job. The safety of the public is of paramount concern and includes not only the safety of the motoring public using the crossing but also that of the public using the railroads. Commissioner's experience with Respondents shows them to have great experience and skill in the field. There has been no showing that Petitioner has such experience or skill. In fact Petitioner showed little interest in the matter at issue.

From the foregoing it is concluded that no sufficient reasons appear justifying the Commissioner to depart from his established policy of allocating maintenance costs of the undercrossing structure involved in this proceeding to the Respondents except as provided herein; it is therefore

ORDERED that the Respondents shall, at their own expense, maintain the track structure over the crossing structure, the crossing structure and its communication lines and other facilities, after construction has been completed; and it is further

ORDERED that the Petitioner shall, at its own expense, provide the necessary law enforcement officers for traffic direction at such times as required to accomplish the crossing maintenance during normal working hours or as may hereafter be agreed to by the parties; and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 24th day of January 1962.

Joel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
FEB 21 1962
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
January 30, 1962

Agenda Item 3-g-1

FAS Project Agreement
Multnomah County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Multnomah County covering the 122nd Avenue Undercrossing of Sandy Boulevard, FAS 654, in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 1

FORM E-30 50M 7-60 20386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1961

AGENDA
JAN 19 1962
3g-4
3g-4

SUBJECT: FAS Project Agreement
Multnomah County

To: Mr. R. L. Porter
Assistant State Highway Engineer
O F F I C E

Attached are three copies of an agreement covering the 122nd Avenue Undercrossing of Sandy Boulevard, FAS 654. Two copies of the agreement have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was approved 3/10/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

A)
2 CO[illegible] TO
[illegible]D
(by Secretary)

RECEIVED
4, 1962
STATE

[illegible] 3-10-61 Min page 33017

E. R.

RECEIVED
JAN 31 1962
FOR FILING

January 30, 1962

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Multnomah County a fully executed copy of an agreement between the State Highway Commission and Multnomah County covering the 122nd Avenue Undercrossing of Sandy Boulevard, FAS 654, in Multnomah County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

RECEIVED
NOV 13 1961
FOR FILING

November 10, 1961

Mr. D. F. Wengert, General Manager
Union Pacific Railroad Company
328 Pittock Block
Portland 5, Oregon

Dear Sir:

I attach hereto the cupliosto copy of the permit of entry which you are granting Multnomah County for the construction of the 122nd Avenue undercrossing of your tracks in East Portland. This has been endorsed showing our acceptance of the permit of entry.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

Attach.

CSP:ss

cc to: Mr. Paul Northrop, Roadmaster
Multnomah County
2115 S. E. Morrison Street
Portland 14, Oregon

Mr. W. C. Williams
Mr. H. S. Cox

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

October 31, 1961

C 9080 - 32 - 1

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Att: Mr. G. S. Paxson, Asst. State Hwy. Engr.

Board of County Commissioners
Multnomah County
County Court House
Portland, Oregon

cc Mr. P. C. Northrop, Roadmaster
Multnomah County
2115 S. E. Morrison Street
Portland 14, Oregon

Mr. R. M. Brown - Portland
Mr. G. H. Baker - Albina

Gentlemen:

Referring to Order No. 38024 dated October 3, 1961 of the Oregon Public Utility Commissioner, SXF 188, granting the application of Multnomah County for authority to construct a public highway below grade of tracks of the Oregon-Washington Railroad & Navigation Company and its lessee Union Pacific Railroad Company at the proposed extension N.E. 122nd Avenue (County Road No. 3119):

Information has reached us that the contract for construction of this project will be awarded on December 6, in view of which the State and County desire advance occupancy of the aforementioned Railroad Companies' right-of-way, which the Railroad Companies are willing to provide subject to your acceptance of the conditions stated in this letter.

It is understood, of course, that such permission for occupancy in advance of final order from the Commissioner and execution of agreement by the State, County and Railroads shall not prejudice the

parties with respect to division of the costs of construction and maintenance relating thereto.

Actual occupancy of the right-of-way must be preceded by receipt by the Railroad Company of an insurance policy in the usual highway limits and categories in a form satisfactory to them, to be provided by the State and County or their Contractors.

It is our understanding this project will be financed with Federal funds which will be administered by the State, after which it will have no further interest in the project and, in view of which, the State and County will be joined together in agreement covering with the Railroads.

To express your agreement and concurrence in the above and assurance that agreement will be executed upon presentation, kindly sign the acceptance shown below and return the carbon copy of this letter marked "Union Pacific Railroad Company's copy" for my file.

Yours very truly,

D. H. Engert

Accepted this 10th day of November, 1961.

STATE OF OREGON

By _____
Asst. State Highway Engineer

MULTNOMAH COUNTY

_____
Commissioner

_____
Commissioner

_____
Commissioner

1-10-62 Rec'd approved cleared with Hwy. Dept 1-11-62

RECEIVED
NOV 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1961
FOR FILING

COMMISSIONER
M JAMES GLEASON
JACK BAIN

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

DIVISION OF ROADS AND BRIDGES

2115 - E MORRISON
PORTLAND 14 OREGON
CA 7 8441

PAUL C NORTHROP
ROADMASTER AND ENGINEER

RECEIVED
JUL 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

2056

July 25, 1961

RECEIVED
JUL 27 1961
ENGINEER
COUNTY & CITY RELATIONS

Mr. Clarence G. Swenson
Engineer County and City Relations
Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: N. E. 122nd Avenue Undercrossing

Dear Sir:

Two sets of prints, two copies of Special Provisions draft, one set of design notes for the highway structure and one copy of Foundation Investigation are submitted for approval of the structure and the detour facilities.

Grading details and quantities are being revised. Corrected prints and all original tracings will be forwarded soon.

This is a Federal-Aid Secondary Project to be administered by the State. The County will provide construction supervision.

Plans have been forwarded to the Union Pacific Railway Co. for approval of the railroad structure and other work affecting the Railroad. A Public Utilities Commission hearing has been scheduled for August 8, 1961 at this office.

Despite this late submission, it is desired that work on this project be commenced as soon as possible (see proposed schedule on Page 32 of the Special Provisions). Anything that can be done to help meet this schedule will be greatly appreciated.

Swenson says U P Ry. will not be involved

Yours very truly,

P. C. NORTHROP
Roadmaster

NOTED

By _____
Kenneth H. Wheatley,
Assistant Construction

KHW:ct
Encls - as listed.

RECEIVED
MAY 29 1961
FOR FILING

Salem, Oregon
May 29, 1961

122nd Avenue Grade
Separation

Mr. A. E. Johnson

We have had considerable discussion with the office of the Multnomah County Roadmaster concerning the detouring of traffic during the construction of the underpass of Sandy Boulevard and the railroad on 122nd Avenue. I am sending you two prints from Multnomah County showing the proposed detouring.

During the construction of the railroad undercrossing, they will use the Stage 1 detour. After the railroad crossing is complete and rail traffic back on it, they will tear our the railroad shoofly and use the Stage 2 detour.

These prints are sent for your information and for your resident engineer when construction gets under way.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

May 24, 1961

Mr. P. C. Northrop
Roadmaster and Engineer
Multnomah County Division of Roads and Bridges
2115 S. E. Morrison
Portland 14, Oregon

Attention: Mr. Kenneth H. Wheatley
Construction Engineer

Dear Mr. Northrop:

Your proposed detour plan for the N. E. 122nd Avenue Undercrossing of Sandy Boulevard and the Union Pacific Railroad has been reviewed by this office and found to be satisfactory.

Mr. G. S. Paxson is absent from the office for two weeks but I believe this plan is substantially the same as that agreed upon by yourself and Mr. Paxson for the detour of N. E. Sandy Boulevard.

Your detour plan does not show any barricades or advanced signing but I am assuming that this will be adequately provided for and submitted to our Traffic Engineering Division for its approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards

GKA:jp fn

UPRR
OSHD

12°30'CL

3°45'CR

UPRR
DSHD

12°30'CL

3°45'CR

STAGE II DETOUR
12°30' CR

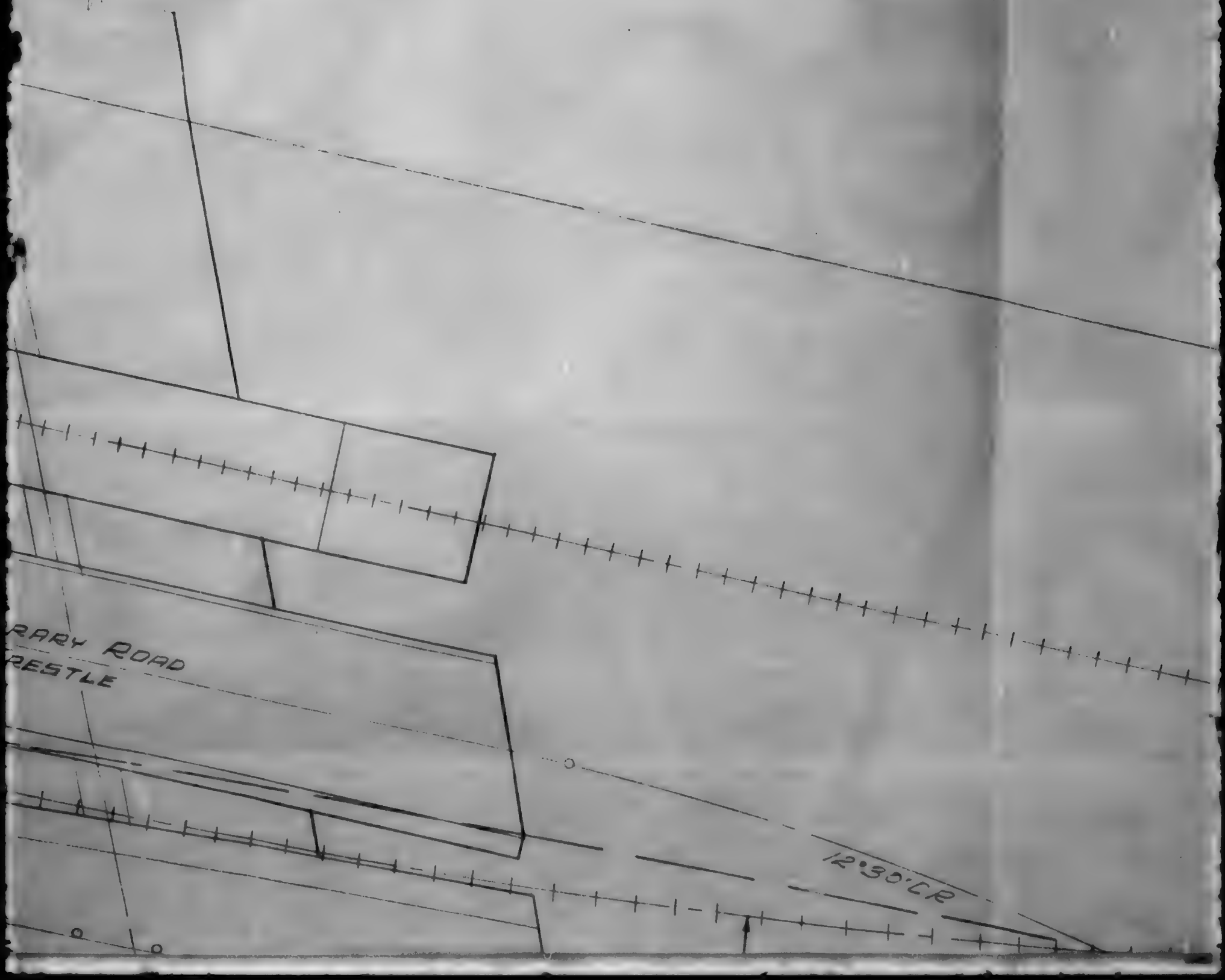
Std Guardrail

STAGE

30'

26'

TEMPORARY
TRESTLE


RARY ROAD
RESTLE
12°30'CR

R/W

MON. LINE

R/W

MIDDLE

STAGE I DETOUR

3°45'C

20'

22

22'

POWELL GROVE

CEMETERY

RAIL DETOUR

UPRR
OSHD

6°15' CL

EXISTING ℄

5° CR

NEW ℄
SANDY BLVD.

VE

04

PRELIMINARY

MULTNOMAH COUNTY
DEPARTMENT OF ROADS & BRIDGES

N.E. 122ND AVE. UNDERCROSSING
OF SANDY BLVD.

SITE PLAN
AND
DETOUR ARRANGEMENT

1st May 61	Designed by: E.W.	Sheet 11 of 11 sheets
Scale: 1"=20'	Drawn by: E.W.	Drawing No

RECEIVED
MAY 29 1961
FOR FILING

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

Maint
Traffic
Clearance
Portland

2056

PLEASE RETURN TO
FORREST COOPER

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S.E. MORRISON
PORTLAND 14, OREGON
CA 7-8441

May 12, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: N. E. 122nd Avenue Undercrossing of Sandy Blvd. and U.P.R.R.

Dear Mr. Paxson:

Enclosed for your approval is a plan of the proposed detour arrangements for N. E. Sandy Boulevard. The proposal has also been submitted to the Union Pacific Railroad Company.

Yours truly,

P. C. NORTHROP
Roadmaster

By Kenneth H Wheatley
KENNETH W. WHEATLEY
Construction Engineer

KHW:lh
Enc: Plan

Edw: Check & Return with comments.

RECEIVED
MAY 16 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAY 3 1961
COMMISSIONERS
FOR FILING
M. [illegible], CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD OLIVER, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 2, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 434 - N.E.122nd Ave. Extension
U-Xing
Union Pacific Railroad Company
Multnomah County

Dear Sir:

In accordance with your notice of April 27, 1961, I am enclosing herewith five signed copies of answer of the State Highway Commission in the above-titled matter, your Docket No. SXF-188.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc. 5

cc: G. S. Paxson
Tom Edwards
A. E. Johnson

NOTED

RECEIVED
MAY 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 434

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of Multnomah County for authority to cross under the tracks of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, on the extension of the proposed N. E. 122nd Avenue, County Road No. 3119, Multnomah County, Oregon, in Section 22, Township 1 North, Range 2 East, of Willamette Meridian.	No. SXF-188 ANSWER OF OREGON STATE HIGHWAY COMMISSION

Comes now the State of Oregon, by and through its State Highway Commission, Respondent, and for its answer to the application in the above entitled cause and matter respectfully represents:

I

That the proposed crossing is not on any public way under the jurisdiction of the State Highway Commission and no objection is made to the issuance of such order or orders as may be just and proper.

Dated at Salem, Oregon, this 2nd day of May, 1961.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By _____
J. W. DeSOUZA - Assistant Counsel

GLEN V. SORENSEN - Staff Attorney

RECEIVED
APR 27 1961
FOR FILING

April 26, 1961

Mr. Paul C. Northrop
Roadmaster and Engineer of Multnomah County
Division of Roads and Bridges
2115 S. E. Morrison
Portland 14, Oregon

Dear Mr. Northrop:

Mr. Swanson has delivered to me the map and preliminary layout for the undercrossing of Sandy Boulevard by the extension of N. E. 122nd Avenue. The proposal for detouring Sandy Boulevard traffic as shown on the vicinity map causes us considerable concern. We have an average daily traffic of 6,200 vehicles on Sandy Boulevard, and this is not evenly distributed, as the peak traffic occurs morning and evening. The detour layout shown would involve three right angle turns and another curve with a radius of approximately 130 feet. We could only anticipate a great deal of trouble and complaint concerning this detour arrangement. Under the schedule which you propose, it would appear that well over a year would be required to build the railroad structure, the highway structure, and get traffic back to normal on Sandy Boulevard.

I would suggest that two other alternates be looked into. It appears that the County would be purchasing the property lying south of Sandy and on the line of your road extension. The ground in this area is practically at the level of Sandy Boulevard, and it would seem that a detour around the site of the Sandy Boulevard structure could be provided with gentle curves at each end and be far enough away from the structure to allow its construction. In the first stage only a very minor widening of the existing roadway at the site would be required if a substantial guard rail between the railroad shoofly track and the roadway were provided. This could be pushed on to the south when work on the highway structure actually got underway.

As a second alternate, the railroad shoofly could be put on the north of the existing track and the Sandy Boulevard traffic carried on a trestle over the excavation for your new roadway. This probably would be objectionable because the material from the excavation would mainly be moving to the north.

In any event, I believe every effort should be made to provide a more adequate detour, as I see nothing but trouble ahead. I am asking our Bridge Division to check over the proposed layout for the structure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSPtms

cc W. C. Williams
Ivan Merchant (with map)
Tom Edwards (with map)
Clarence Swenson

COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S E. MORRISON
PORTLAND 14, OREGON
CA 7-8441

April 24, 1961

Mr. Clarence G. Swenson
Engineer County & City Relations
Oregon State Highway Department
Salem, Oregon

Re: N. E. 122nd Ave. Undercrossing
of Sandy Blvd.

Dear Sir:

Enclosed are preliminary drawings and information concerning the above project:

3 Prints - Sandy Blvd. 4-Lane Structure.
3 " - Vicinity Map.
1 Soils Investigation Report.

Application has been made for P.U.C. hearing with respect to the Union Pacific Railroad crossing. This information is forwarded primarily to obtain the department's concurrence with the general features of the Sandy Blvd. structure.

First step in the proposed sequence of construction will be to provide the detour for Sandy Blvd. traffic. The rail detour and rail bridge will then be completed prior to construction of the road bridge.

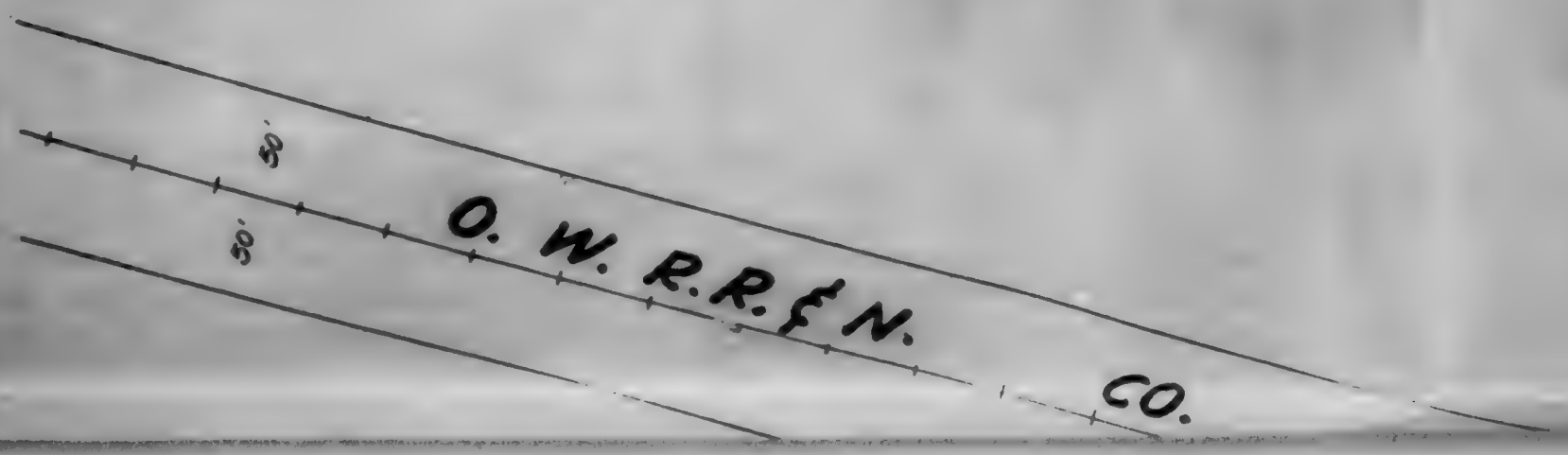
Yours very truly,

P. C. NORTHROP
Roadmaster & County Engineer.

By Kenneth H. Wheatley
Kenneth H. Wheatley,
Assistant Construction Eng.

RECEIVED
APR 26 1961
ENGINEER
COUNTY & CITY RELATIONS

KHW:ct
encls.


50'
50'
O. W. R. R. & N. CO.

30 29 28 27 26

East Line of John Powell D.L.C.
West Line of David Powell D.L.C.

See '5' Sec. 14

40°

40°

11+51.54 E.C.

11

10

9

RD. No 3119

8

℄ DATA

4° CURVE
Δ = 35°56'
R = 1432.40'
L = 898.34'
E = 464.49'

'15'

26

7

6

× 27.0'

5

PROPOSED ℄ N.E. 122ND AVE.

N

MAR. 1961
CALE: 1" = 100'

BLVD.

50'
40'
25' 25'

STATE HWY.

MAR. 19
SCALE:

2133.20 B.C.

957+99.95 E.C.

946+83.81 R.R. Sta. =
0+80.68 N.E. 122 ND

16' Plank Crossing

PROPOSED CONST.

100'

112+12.09 N.E. SANDY BLVD. =
0+71.31 N.E. 122ND AVE.

950+99.95 B.C.

961+08.62 E.C.

961+08.62 P.T. =
117+26.30 P.O.T.

Proposed New ℄ N.E. Sandy Blvd.

15'61.

SANDY BLVD. DETOUR

Water

56.21 B.C.

22 — 23 1/4 COR.

'4'

CURVE DATA ON PROPOSED R.R. CONST. DETOUR

①	②	③
5° Curve	5° Curve	5° Curve
Δ = 10°26'	Δ = 20°52'	Δ = 10°26'
R = 1145.91'	R = 1145.91'	R = 1145.91'
L = 208.67'	L = 417.34'	L = 208.67'
T = 104.62'	T = 211.00	T = 104.62'

40' N. E.

40'

25' 25'

25' 25'

25' 25'

AVE.

AVE.

AVE.

115 TH

116 TH

118 TH

30' N. E.

30'

N. E.

N. E.

N. E.

PRESCOTT

SANDY

35
40
45
45
43
44
42
44
45
44
45
46
47
48
49
50
55

Metal R.R. Switch Box

950+73 9.8 E.C.
950+73 9.8 E.C. Steamfitter
PROPERTY LINE

PROPOSED R.R. CONST. DETOUR

952+82.6 E.C.

953+82.6 P.C.

100'

95'

2'-Gas

6" Water

10" Gas

AVE.
119
N. E.

AVE.

30'

3/4" Water

6" Water

ST.

30'
30'

7+56.21 ℄

MAR. 19
SCALE:

PROPOSED CONST.

945+83.81 R.R. Sta. =
0+80.68 N.E. 122 ND

16' Plank Crossing

957+99.95 E.C.

958+99.95 B.C.

100'

112+12.09 N.E. SANDY BLVD. =
0+71.31

ALEISE AVE.

111+26.19 A.S.D.

Proposed New E. N.E. Sandy Blvd.

SANDY BLVD. DETOUR

7+56.21 B.C.

22 — 23 1/4 COR.

CURVE DATA ON PROPOSED R.R. CONST. DETOUR

1	2	3
5° Curve	5° Curve	5° Curve
Δ = 10° 26'	Δ = 20° 52'	Δ = 10° 26'
R = 1145.91'	R = 1145.91'	R = 1145.91'
L = 208.67'	L = 417.34'	L = 208.67'
T = 104.62'	T = 211.00	T = 104.62'

MAR. 1961
CALE: 1" = 100'

BLVD.

50'

40'

25' 25'

STATE HWY.

115TH

N. E.

N. E.

30'

N. E.

PRESCOTT

N. E.

30'

50'

N. E.

30'

30'

50'

50'

N.

47

48

49

50

55

ST.

30'

30'

7456.2

122 ND

℄ DAT

Δ = 10°05'

R = 2864.7

L = 504.17

T = 252.74

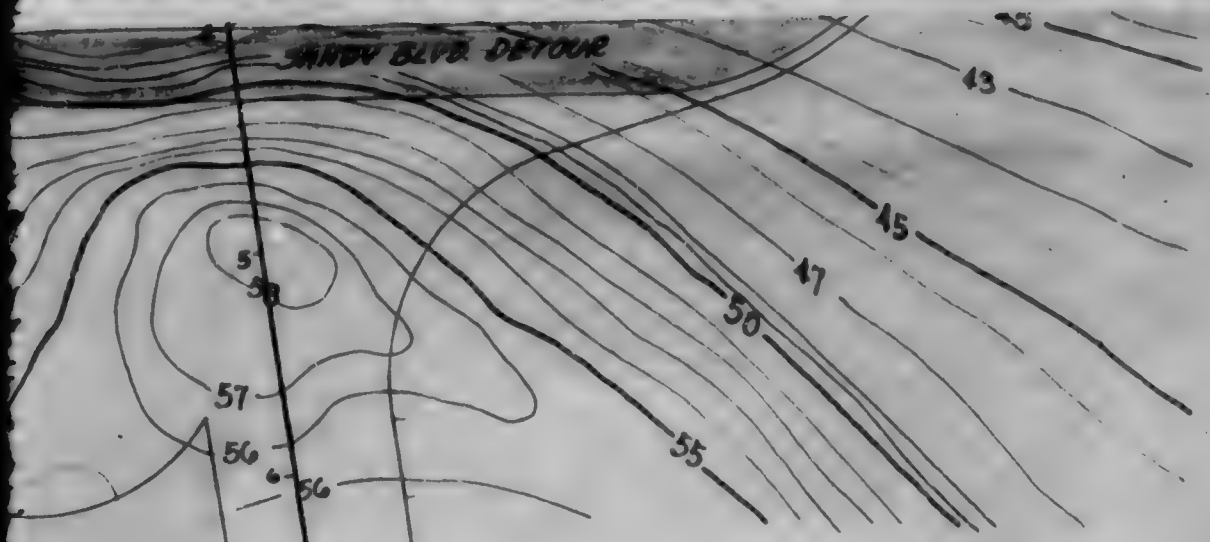
2° CURVE

12+60.36

30'

30'

N. E.



'4'

CURVE DATA ON PROPOSED R.R. CONST. DETOUR

1	2	3
5° Curve	5° Curve	5° Curve
Δ = 10°26'	Δ = 20°52'	Δ = 10°26'
R = 1145.91'	R = 1145.91'	R = 1145.91'
L = 208.67'	L = 417.34'	L = 208.67'
T = 104.62'	T = 211.00	T = 104.62'

22 — 23 1/4 COR.

7+56. 21 B.C.

℄ DATA
Δ = 10°05'
R = 2864.79'
L = 504.17
T = 252.74
5° CURVE

+60.38 E.C.

RD. № 3113

36' 36'

LEGEND

TEL. POLES
TELEGRAPH POLES
POWER POLES

HWY.

'29'

MULTNOMAH COUNTY
ROAD DEPARTMENT

PROPOSED R.R. UNDERPASS

AT INTERSECTION OF O.W.R.&N.CO. &
N.E. 122ND AVE., A COUNTY ROAD
N.E.1/4 SEC. 22 IN.-2E.

P.C. NORTHROP
ROADMASTER

MARCH 1961

VICINITY MAP

N.E. 122ND AVE.
O.W.R.&N. CO. &
U.P.R.R. CO.

BORING DATA

DEPTH IN FEET - MOISTURE PERCENTAGE - DENSITY IN LB/CU FT.

15
40
35
30
25
20
15
10
5

ELEV. 45.0
Asphalt with Base

Rust Brown Sandy Loam (Firm)
Moisture Content and Density Increasing

Brown Fine to Coarse Sand with Binder

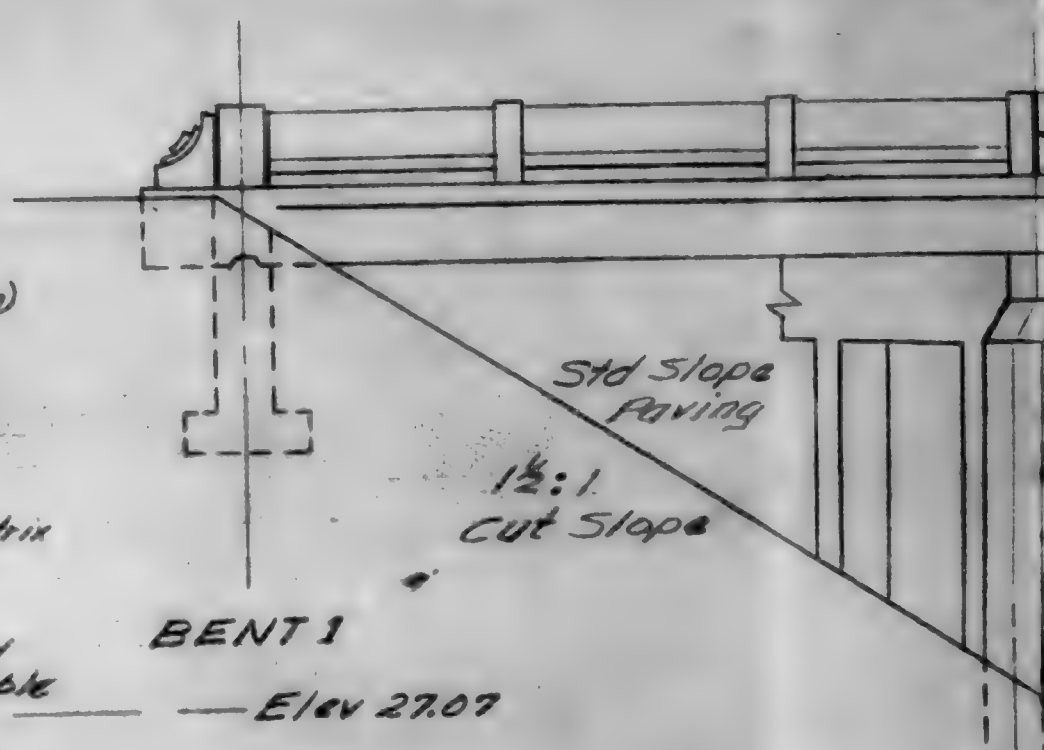
Gravel with Sandy Loam Matrix (Dense, Hard)

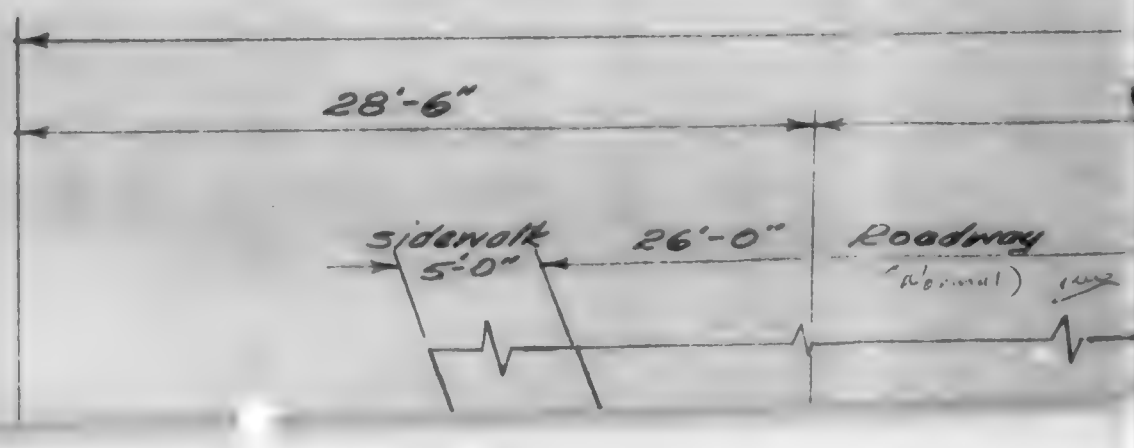
Fine Gravel with sand and Binder. Occational Cobble

Elev 27.07

Brown Fine to Medium Sand (Clean, Compact)

Small Gravel with Sandy Loam Matrix (Compact)
Brown Fine to Medium Sand (Clean, Compact)
Gravel with Bluish Gray Sandy Clay Loam Matrix (Very Dense





Std Steel Handrail
OSHD Dwg 9233

Concealed Hinge at bent

Min. Clearance
16'-5½"

Elev 27.07

Elev. 230

Elev. 235

BENT 2

BENT 3

SOUTH ELEVATION

SCALE ⅛" = 1'-0"

132'-0"

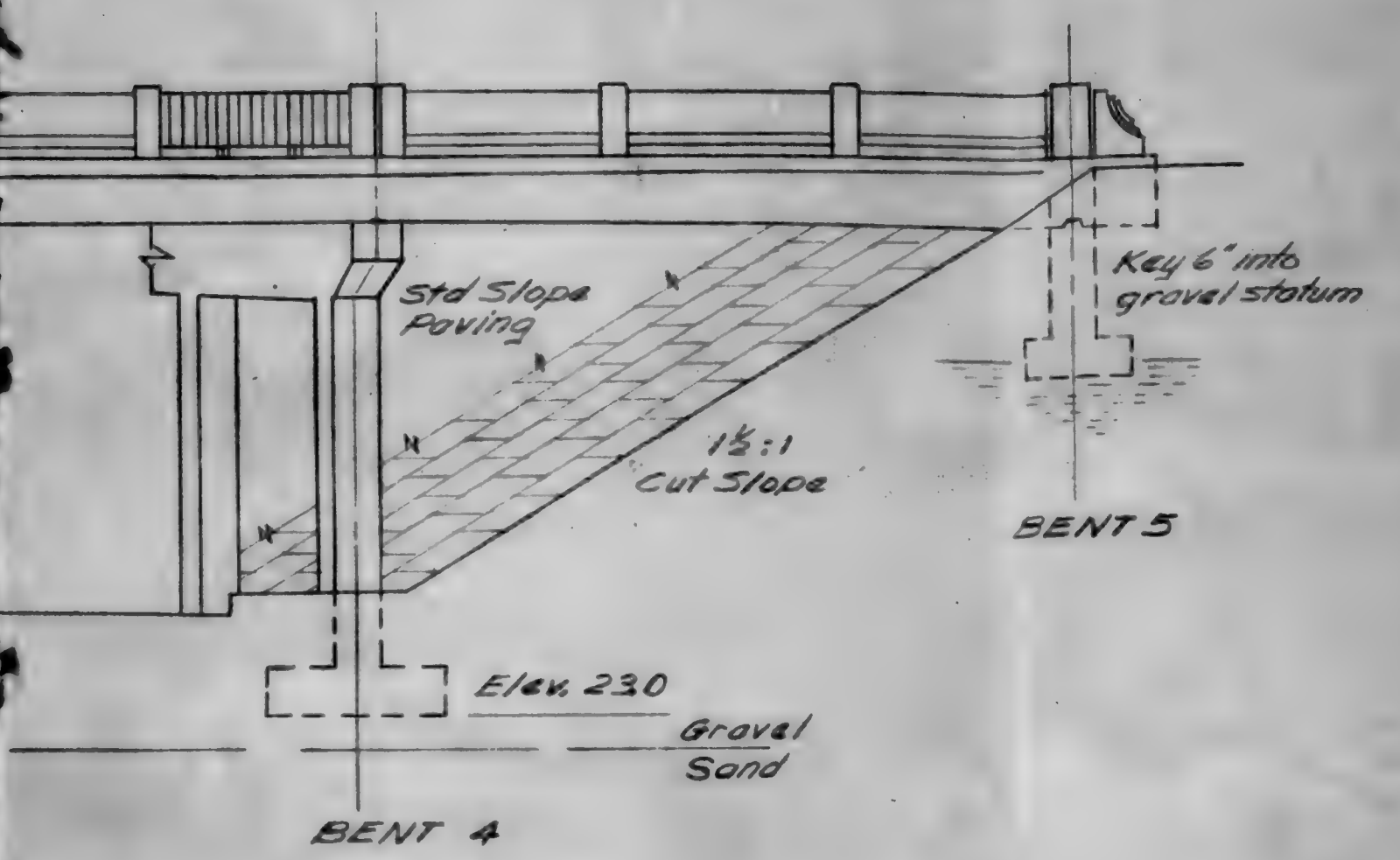
37'-6"

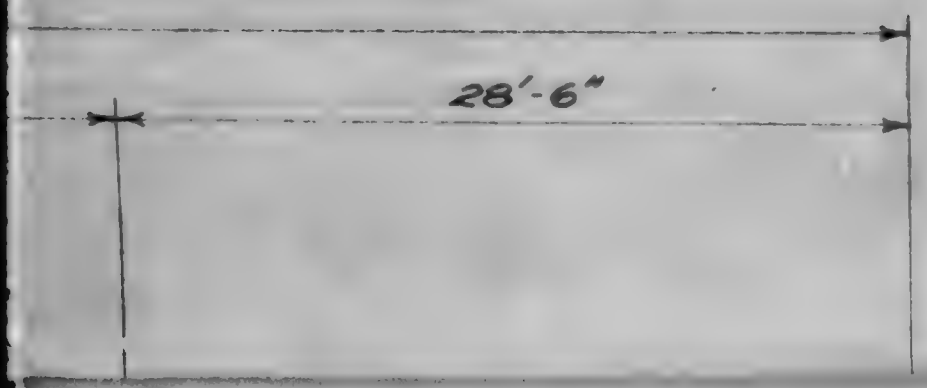
37'-6"

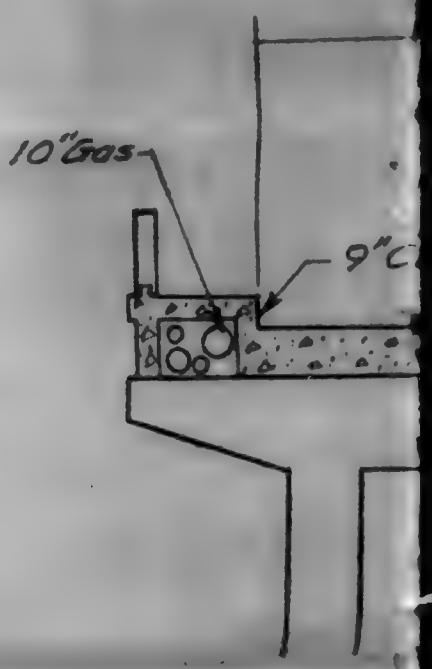
Median
6'-0"

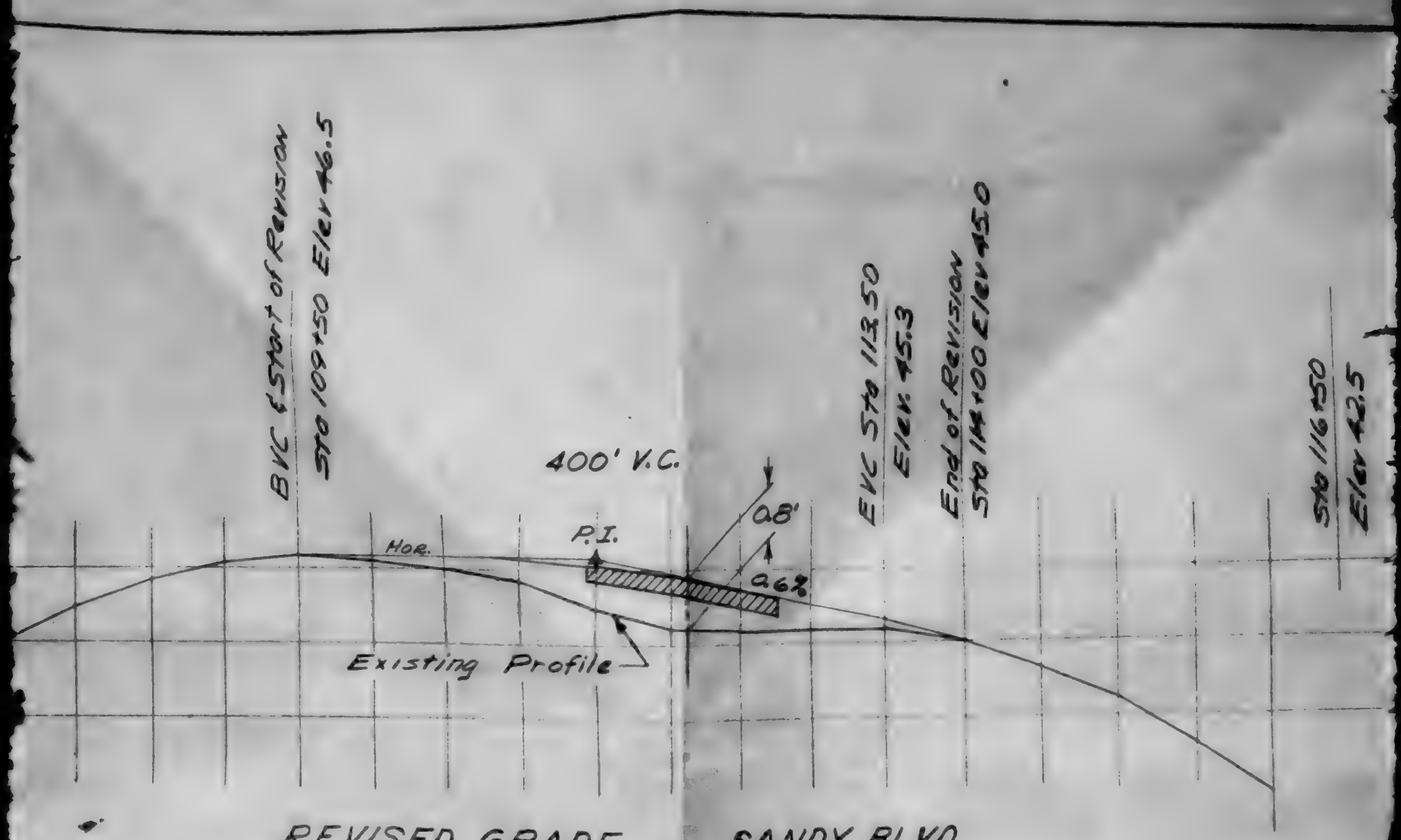
26'-0"

Roadway


Std Slope
Paving
1½:1
Cut Slope
Key 6" into
gravel stratum
BENT 5
Elev. 230
Gravel
Sand
BENT 4

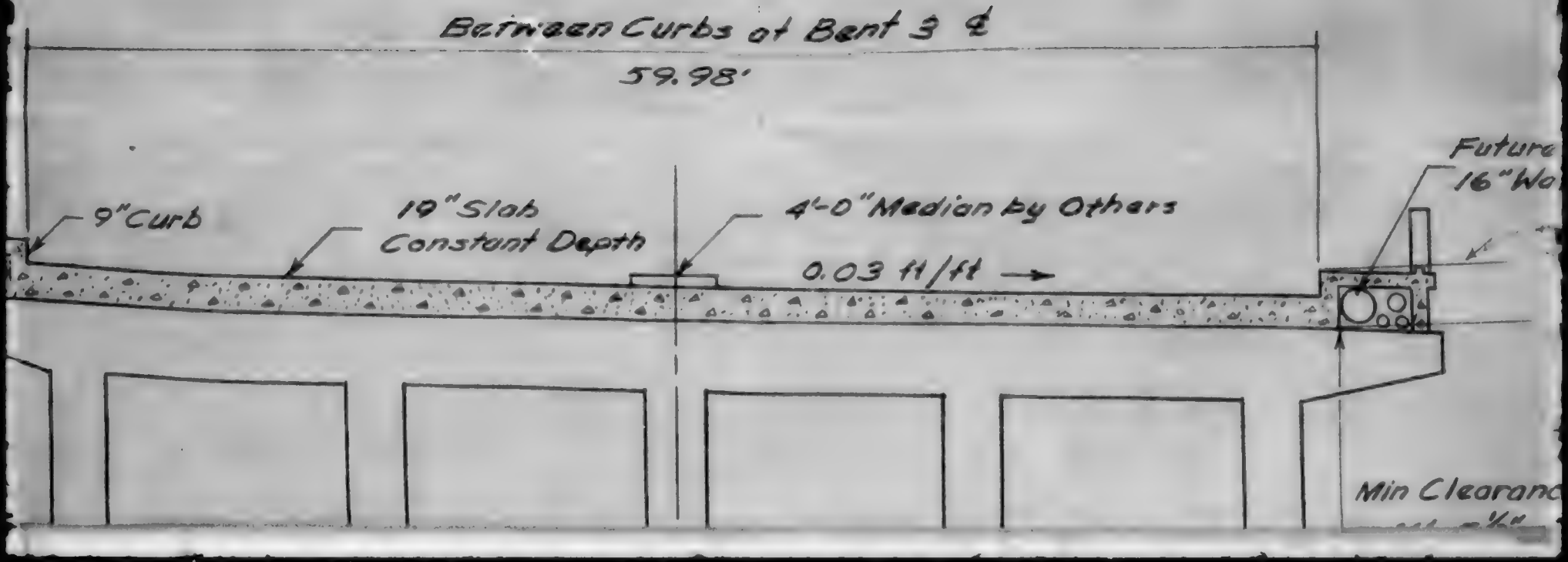

28'-6"

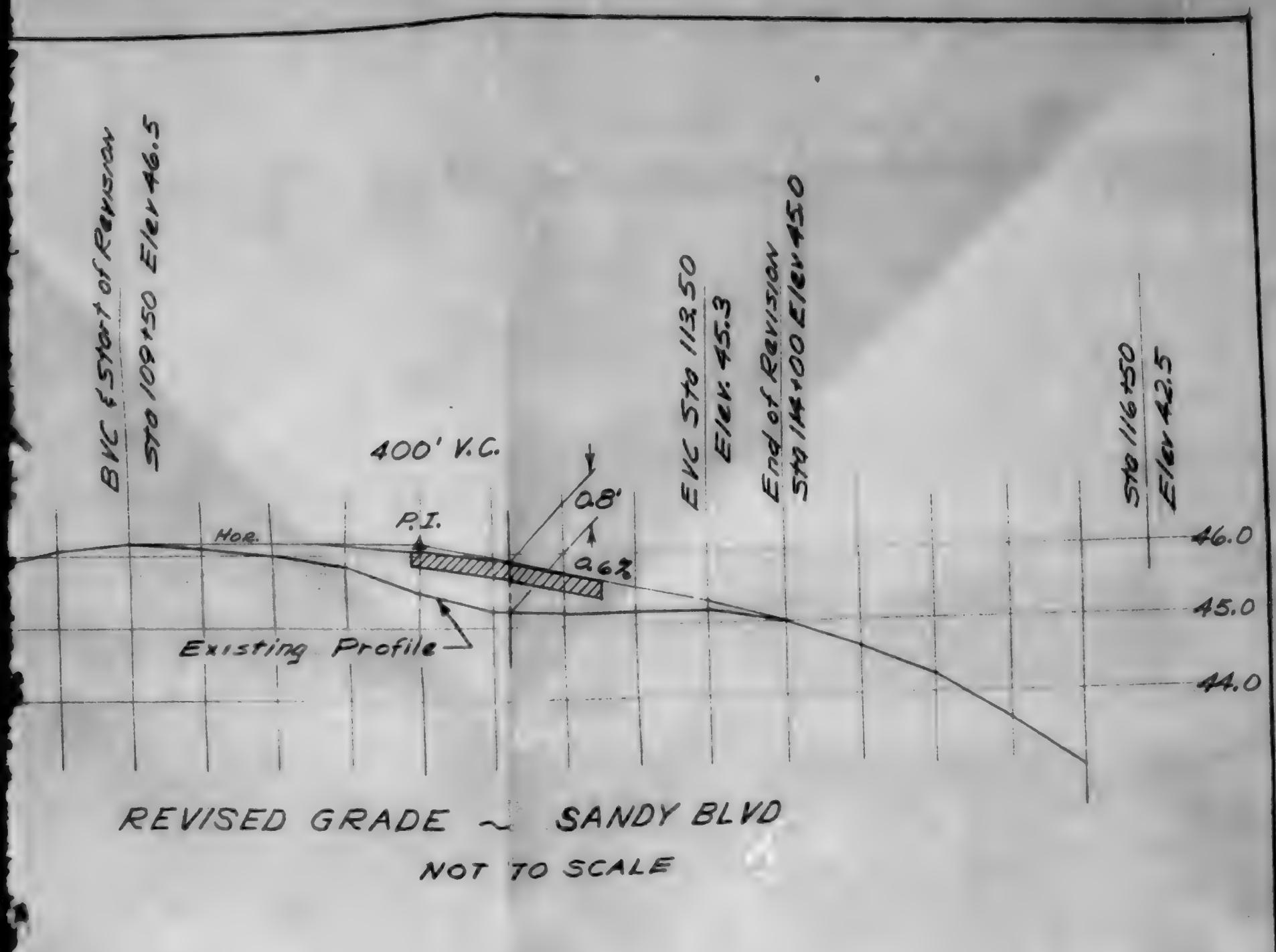

10"Gas
9"C



REVISED GRADE ~ SANDY BLVD

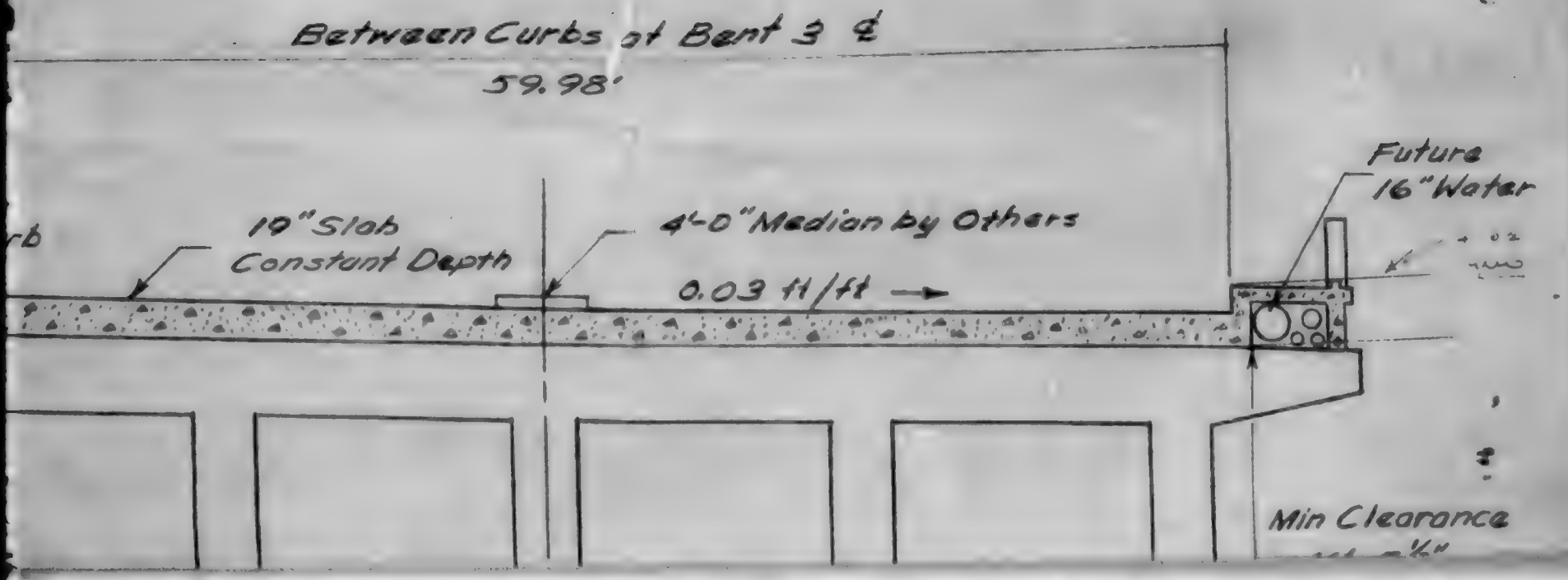
NOT TO SCALE





REVISED GRADE ~ SANDY BLVD

NOT TO SCALE



70°30'30"
69°59'40"
9'-6"
9'-6"
9'-6"

69°0'42"

Sta. 112+12.09
O+71.31
Elev. 45.99

69°25'

N 7°26'25"W

SANDY BLVD
0°45' C.R.

Test Bore Hole

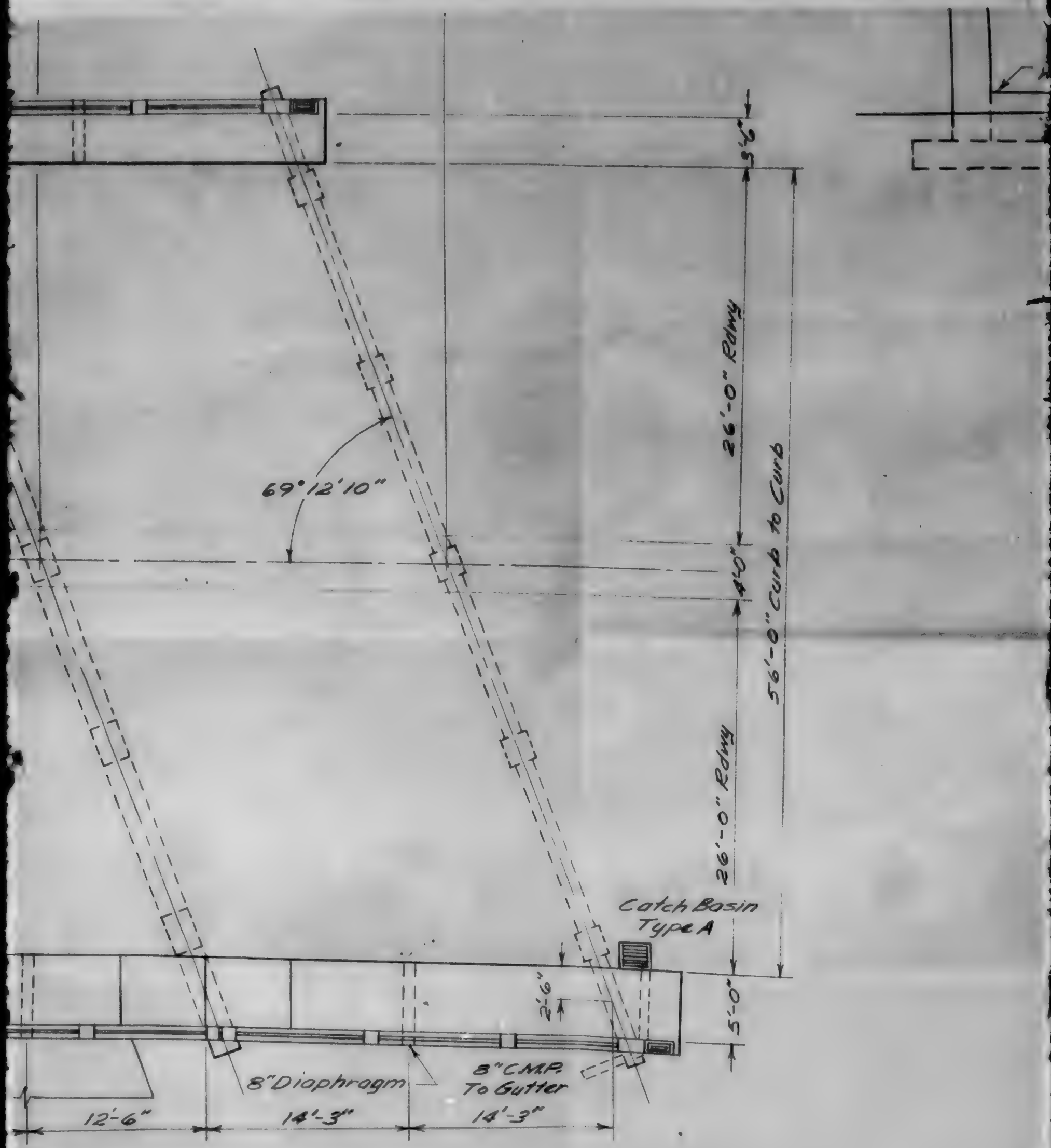
Elev 45.95

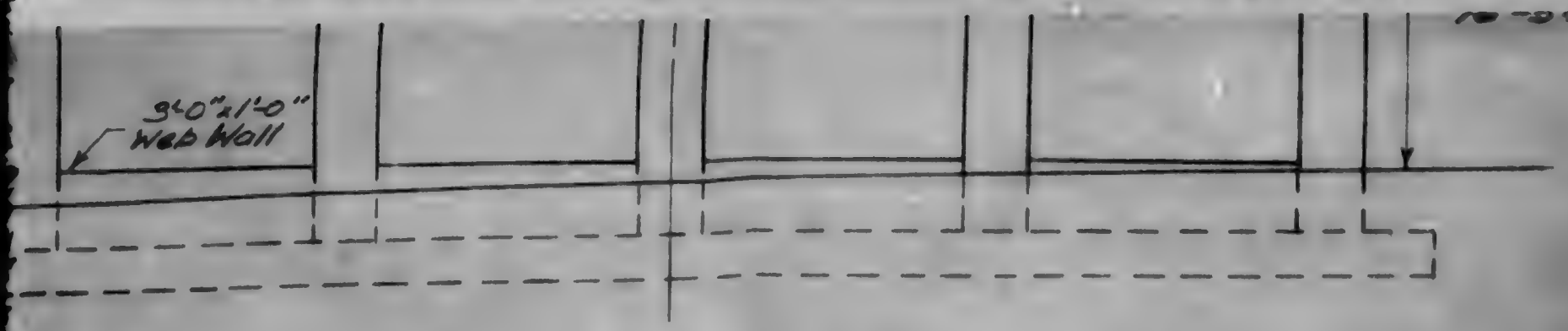
6'-0" 6'-0" Weakened Plane Joints

6" 9'-4½" 9'-4½" 9'-4½" 9'-4½" 12'-6" 12'-6" 12'-6

℄

PLAN
SCALE ⅛"=1'-0"


69°12'10"
26'-0" Rdwy
40'-0"
56'-0" Curb to Curb
26'-0" Rdwy
Catch Basin
Type A
2'-6"
5'-0"
8" Diaphragm
8" CMP.
To Gutter
12'-6"
14'-3"
14'-3"



TYPICAL SECTION ~ INTERIOR BENT
SCALE 1/8" = 1'-0"

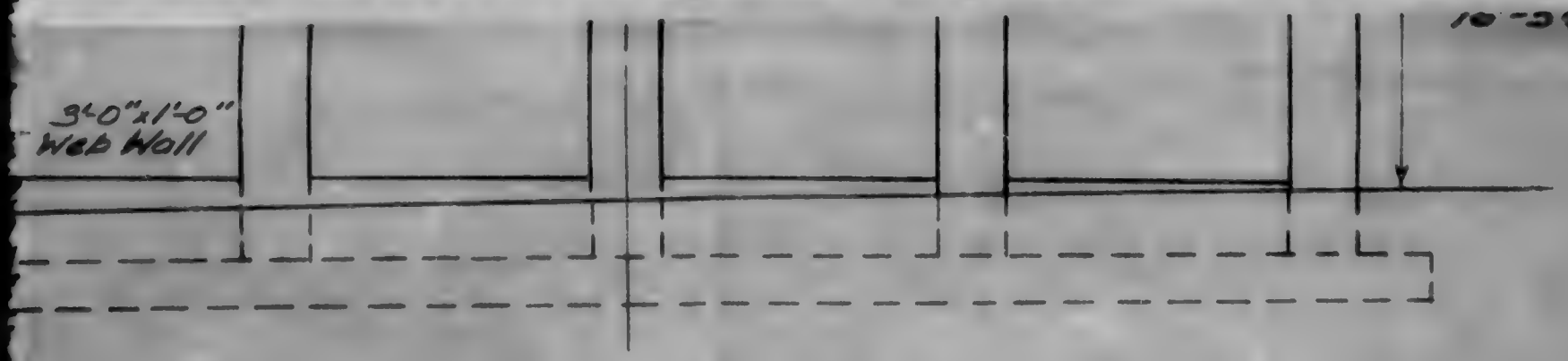
PRELIMINARY

MULTNOMAH COUNTY
DEPARTMENT OF ROADS & BRIDGES

N. E. 122ND AVE UNDERCROSSING
OF SANDY BLVD.

PLAN & ELEVATION

Approved:	21 April 61	Designed By: K.W.	Sheet of Sheets
			Bridge No.
County Roadmaster	Scale: As Noted	Drawn By: K.W.	Drawing No. 617



TYPICAL SECTION ~ INTERIOR BENT

SCALE 1/8" = 1'-0"

PRELIMINARY

MULTNOMAH COUNTY
DEPARTMENT OF ROADS & BRIDGES

N. E. 122ND AVE UNDERCROSSING
OF SANDY BLVD.

PLAN & ELEVATION

Approved: County Roadmaster	21 April 61 Scale: As Noted	Designed By: K.W. Drawn By: K.W.	Sheet of Sheets Bridge No. Drawing No. 617

RECEIVED
FEB 28 1961
FORM E-80X 50M 2-60 26119
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
2/24/61

SUBJECT: Proposed FAS Project
Multnomah County

To: Mr. Tom Edwards
O F F I C E

Attached is a brief description, with map attachment, of a proposed FAS project in Multnomah County. This project will be submitted to the Highway Commission for their action at their next meeting.

C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

cc: Ivan Merchant
Hill Young
J. E. Morelock
Al Johnson
V. D. Wolfe

RECEIVED
FEB 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

PROPOSED PROJECT
MULTNOMAH COUNTY

FAS 654, 122nd Street: Sandy Boulevard Overcrossing and Railroad Grade Separation Structure, $250,000. The proposed project is to construct a 4-lane structure under Sandy Boulevard and a 4-lane underpass at the OWR&N railroad crossing which is north of Sandy Boulevard. Multnomah County will design the structures and furnish the construction engineering. The portion of the structure which will carry state highway traffic will be designed to width satisfactory to the State Highway Department. Additional Multnomah County FAS funds are available if required.

GOVERNMENT ISLAND

R I V E R

Proposed Underpass
FAS 654

Parkrose

Rocky Butte
EL 607

JOSEPH WOOD HILL PARK

—GAS TANK
I INCINERATOR
PILE SITE
— QUARRY

MP MUNICIPAL WP WAYSIDE
AP ATHLETIC GC-GOLF
EC EQUESTRIAN
TRACK

UT TOWER

SUPPLEMENTAL SHEET IF
OF 1 MAP SHEET AND 14 SUPPLEMENTAL SHEETS

RECEIVED
FEB 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
February 24, 1961

Mr. Paul Northrop
Multnomah County Engineer
2115 S. E. Morrison Street
Portland, Oregon

FAS 654

Dear Mr. Northrop:

Enclosed is a print of a right-of-way map showing the undercrossing structures on N. E. 122nd Avenue at N. E. Sandy Boulevard and the Union Pacific railroad.

The roadway width of the structure on N. E. Sandy Boulevard is fifty-six feet. The centerline of Sandy Boulevard is now being established by the Portland Division office and any survey data you may need is obtainable from Mr. A. E. Johnson, Division Engineer. Construction of these two undercrossing structures as an FAS project will be submitted to the Highway Commission for their action at their meeting on March 10.

Should you have any questions concerning this matter, please feel free to contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

CGS:mm
Encl.

cc: G. S. Paxson
Tom Edwards
A. E. Johnson

RECEIVED
FEB 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1961
FOR FILING

S-225(5)

EXECUTIVE OFFICE

MEIER & FRANK COMPANY, INC.
PORTLAND 4, OREGON

January 11, 1961

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Please accept my thanks and appreciation for your study of the proposed interchange at N. E. 122nd Avenue and N. E. Sandy Boulevard.

We have accepted your opinion and will proceed with the county in accordance therewith.

Kindest regards.

Sincerely,

Marion M. Frank

AMF:K

Copy to Northrop
1-18-61

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JAN - 3 1961
FOR FILING
Dist
Engr.
Asst.
Filed

January 3, 1961

Mr. Aaron Frank
Meier and Frank Company
621 S. W. Fifth Avenue
Portland, Oregon

Dear Sir:

In reply to your request that we study your proposed interchange at N. E. 122nd Avenue and N. E. Sandy Boulevard, I am submitting the following comments for your consideration.

Our traffic study of this situation indicates that N. E. Sandy Boulevard will be overloaded in the year 1980 to the west of N. E. 122nd Avenue. It would be practically impossible to increase the traffic-carrying capacity of N. E. Sandy Boulevard in its existing location due to the highly developed area through which it passes. It appears that N. E. Prescott Street could be developed into a major east-west arterial, thus relieving N. E. Sandy Boulevard of the overload. This would not be nearly as expensive as attempting to do some type of major improvement on N. E. Sandy Boulevard. If N. E. Prescott Street were to be developed as a major arterial, it would carry the heavy traffic load to and from the west directly into the proposed shopping center and traffic would be distributed throughout the center from the street quite easily. It is my opinion that the plan submitted to us for study is superior because of the greater traffic dispersal provided throughout the shopping area and on the over-all street and highway network.

In regard to the actual interchange layout that was presented to this office for consideration, it is my opinion that it is superior to the one which the County is proceeding with and would definitely benefit the area under consideration and would provide for better and easier traffic movement throughout the entire area. Additional study may possibly result in a better plan, although we have not had sufficient time to study details.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Paul Northrop
Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
JAN - 6 1961
FOR FILING
Print
Traffic S
Channel
Portland

Salem, Oregon
December 20, 1960

Meier and Frank property
122nd Avenue-Sandy Blvd.
Portland

Mr. Tom Edwards
Construction Engineer
OFFICE

I am attaching a copy of a Multnomah County proposal for an interchange at the junction of 122nd Avenue and Sandy Boulevard in Portland.

Mr. Abe Rosenberg and Mr. Aaron Frank have requested that we make a study of this plan and give us our comments. The events leading up to this are as follows.

Meier and Frank own the property in the southeast quadrant of the interchange and the County has requested that it donate the right of way for the project. Mr. Frank indicated that they are not adverse to doing this; however, they want to be assured that the plan is a good one and will not affect their property.

It may be that you have already had commerce with Mr. Northrop re this; however, I would like to have it reviewed and if we feel that some revision is in order, I would want to discuss the matter with Mr. Northrop before making any recommendation to Mr. Frank.

Will you please give me your comments.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

Attach.

103-1612 Traffic Signal Install. on Cascade Hwy. at Sunnyside Rd. 1962

#6053

RECEIVED
OCT 1 1962
FOR FILING

6053

September 28, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 24, 1962, you were notified of the release of final payment on contract #6053, awarded to Gateway Electric Co., for traffic signal installation on Sunnyside Road Jct., of the Cascade Secondary Highway in Clackamas County.

Final payment on this contract is $3,061.16 and the total contract amount is $7,237.00, including $78.87 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Gateway Electric Co.,
P. O. Box 9126
Portland
Oregon

RECEIVED
OCT 1 1962
FOR FILING
6053

September 24, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6053 awarded to Gateway Electric Co., for traffic signal installation on the Sunnyside Road Jct., of the Cascade Secondary Highway in Clackamas County, was completed September 7, 1962, and was accepted by the Highway Commission on September 10, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before October 1, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Gateway Electric Co.,
P. O. Box 9126
Portland
Oregon

cc: R. L. Porter
L. H. Young
Ivan D. Merchant
C. H. Moinon

RECEIVED
SEP 20 1962
FOR FILING

6053

September 17, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed September 7 on Contract 6053. The contract was with the Gateway Electric Company and was for traffic signal installation at Sunnyside Road on the Capeate Highway in Clackamas County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective September 10, 1962, and that you concur in this procedure at the Commission meeting on September 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

PMS:er

RECEIVED
JAN 7 1964
FOR FILING

6053

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1962

SUBJECT: Sunnyside Road Traffic Signals
Contract No. 6053

To: Mr. P. M. Stephenson
Assistant State Highway Engineer

O F F I C E

Gateway Electric Company completed work on Contract No. 6053, Traffic Signal installation at Sunnyside Road on the Cascade Highway in Clackamas County, on September 7, 1962. This contract is ready for acceptance by the State Highway Commission.

This is a State project and does not require final inspection nor concurrence on completion by the Bureau of Public Roads.

Ivan D. Merchant
Bridge Engineer

CAG:dl

RECEIVED
SEP 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 18 1962
FORM E-20 SOM 11-61 40230

FOR FILING

6053

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1962

To:

Mr. D. H. Parks
Contract Payments
OFFICE

SUBJECT:

Traffic Signals Installation
at Sunnyside Road
Job No. 9119
Contract No. 6053

Gateway Electric Company started work on the Traffic Signal Installation at Sunnyside Road on the Cascade Highway in Clackamas County, Contract No. 6053, on June 11, 1962.

Ivan D. Marchant
Bridge Engineer

mm

cc: Mr. Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAY 7 1962
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

6053

FORREST COOPER
STATE HIGHWAY ENGINEER
C. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD T. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 4, 1962

Gateway Electric Co.,
P. O. Box 9126
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6053, awarded April 13, 1962, for traffic signal installation on Sunnyside Road Section of the Cascade Secondary Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 4 1962

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6053

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

May 4, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6053, awarded April 13, 1962, to Gateway Electric Co., for traffic signal installation on Sunnyside Road Jct. of the Cascade Secondary Highway in Clackamas County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
APR 24 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 24, 1962

Gateway Electric Company
345 NE 102nd Avenue
Portland
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6053, awarded April 13, 1962, for traffic signal installation on the Sunnyside Road Section of the Cascade Secondary Highway in Clackamas County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 9, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

cc: L. H. Young
A. E. Johnson
Res. Engineer
Ivan D Merchant

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6053

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 13, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Gateway Electric Co.,
P. O. Box 9126
Portland 16
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6053 for the following project:

Traffic signal installation on Cascade Secondary Highway at Sunnyside Road in Clackamas County.

This award was based on your bid of $7,437.00 which was the low bid submitted to the Commission on April 11, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (HIAC)
I. D. Merchant

RECEIVED
JAN 12 1962
FOR FILING

703-16/2

Cross Referenced To:
Adm
Petitions
Jan 3b - 3

December 13, 1961

2209

Board of County Commissioners
Clackamas County
County Courthouse
Oregon City, Oregon

Gentlemen:

On November 13 you addressed a letter to the State Highway Commission to which was attached additional letters and a petition urging installation of a traffic control light at the intersection of 82nd Avenue and Sunnyside Road.

This request was investigated by the Traffic Engineering Division and the results of the investigation were presented to the Highway Commission at its meeting on December 8. In view of the findings made during the investigation, the Commission authorized the installation of fully-actuated traffic signals at the intersection of Cascade Highway and Sunnyside Road.

The Commission appreciates your thoughtfulness in bringing this matter to their attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kp
cc Bill Mascott, Chairman
Safety Committee
Milwaukie Lions Club
3455 S. E. Aldercrest Rd.
Milwaukie, Oregon

RECEIVED
DEC 6 1961
FOR FILING
103-4012
6023

December 5, 1961

Oregon State Highway Commission

Gentlemen:

The Clackamas County Board of Commissioners has submitted petitions containing 300 signatures requesting that traffic signals be installed at the intersection of the Cascade Highway and Sunnyside Road south of Portland. Investigation discloses that the installation of traffic signals at this intersection is warranted, and that, because of the traffic pattern, fully-actuated traffic signals should be installed. The installation is estimated to cost $10,000, and sufficient funds have been provided in the 1962 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the cost of the installation. Your approval is recommended.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

Forrest Cooper
Acting Highway Engineer

cc to: Mr. G. S. Paxson
Mr. F. B. Crandall

VRJ:pk ao

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
December, 1961

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Cascade Hwy. at Sunnyside Road
ORE216 - Hwy. No. 160 - M.P. 9.19

Recommendation:

As a result of this investigation, it is recommended that a two-phase fully actuated traffic signal be installed at the intersection of the Cascade Highway and Sunnyside Road, south of Portland. The installation is estimated to cost $10,000.

Historical Background:

This investigationcand report is in response to petitions containing 300 signatures submitted by the Clackamas County Board of Commissioners.

Investigation:

Sunnyside Road intersects the Cascade Highway as a three-way intersection ,with the County road entering from the east. 200 feet south of this intersection Harmony Road intersects from the west. The Harmony School lies on Harmony Road a short distance west of the Cascade Highway. Traffic entering the intersection from Sunnyside Road is required to stop before proceeding. The Cascade Highway at this point is four lanes in width with left turn lanes for left turns off the highway. The indicated speed on the Cascade Highway at this point is 45 MPH.

The two intersections were counted as a single intersection on Wednesday and Friday, November 15 and 17, 1961. The computed 24-hour volume entering the intersection was 12,539 vehicles. A total of 1,324 vehicles entered from Sunnyside Road and 801 vehicles entered from Harmony Road. During the 16-hour period of count, 40 pedestrians, of which 26 were school children, crossed the Cascade Highway.

The accident records for the two intersections for the period from January 1, 1956 to September 30, 1961, are summarized in the table below:

Intersection	Total Accidents	Persons Injured	Preventable Accidents 1/
Sunnyside Road	18	5	12
Harmony Road	13	5	6

1/ Accidents which might have been prevented by traffic signals.

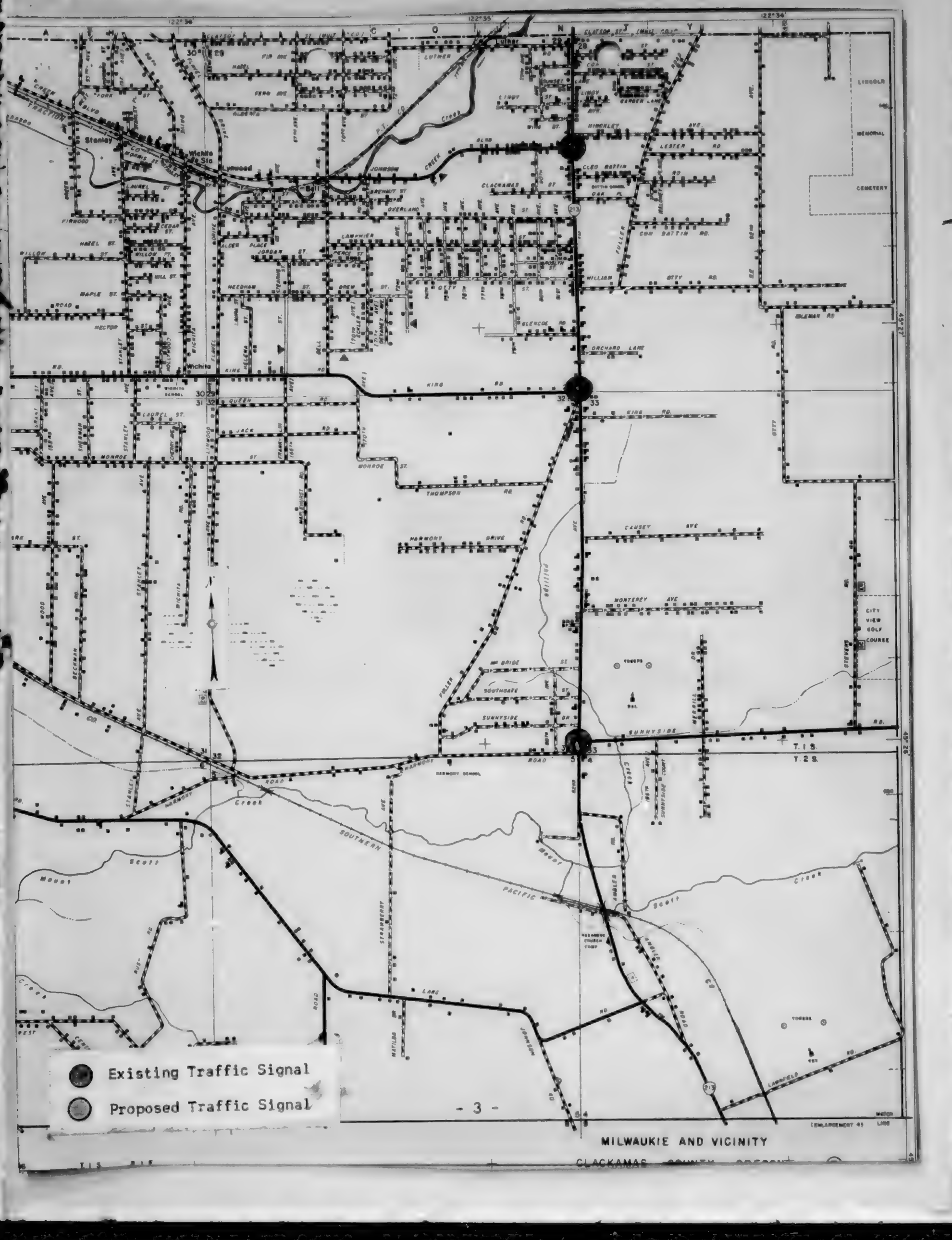
It will be noted that the Sunnyside Road intersection had more accidents than did the Harmony Road intersection and that a greater percentage could have been prevented by traffic signals.

Signalization of two intersections separated by only a 200 foot distance would result in considerable congestion on the thru highway. For this reason in the application of the signal warrants, it was decided to consider only the road with the greater amount of traffic, Sunnyside Road, and to neglect Harmony Road. In the table below, conditions at both intersections are compared with the standard warrants, but it is assumed that all pedestrians crossing the highway would do so at the Sunnyside Road intersection.

Warrant	Cascade Hwy. & Sunnyside	Cascade Hwy. & Harmony	Minimum Warrant
Minimum Vehicular Volume:			
Ave. Hourly Major St. Volume (Both Approaches)(Max. 8 Hrs.)	761	735	420
Ave. Hourly Minor St. Volume (Highest Volume Approach) Max. 8 Hrs.	90	62	105
Interruption of Continuous Traffic			
Ave. Hourly Major St. Volume (Both Approaches)(Max. 8 Hrs.)	761	761	630
Ave. Hourly Minor St. Volume (Highest Volume Approach) (Max. 8 Hrs.)	90	58	52
Minimum Pedestrian Volume:			
Ave. Hourly Major St. Volume (Both Approaches)(Max. 8 Hrs.)	747	- - -	420
Ave. Hourly Pedestrian Volume (Highest Volume Major St. X-Walk) (Max. 8 Hrs.)	5	- - -	105
Accident Experience:			
Preventable Accidents (Last 12 Mos.)	2	2	5

From the table it is seen that both intersections meet the Interruption of Continuous Traffic Warrant and that the Sunnyside Road intersection very closely approaches the Minimum Vehicular Volume Warrant. On this basis, it is recommended that traffic signals be installed at the Sunnyside Road intersection. Because of the relatively low side road volume, it is recommended that fully actuated traffic signals be installed. Although a left turn lane for the north to east left turn is provided, the volume of traffic making the left turn, 826 vehicles, is so low that it is not believed that three-phase signalization is necessary. Signalization of the single intersection is recommended, but will note offer any great help to those drivers wishing to enter the highway from Harmony Road. However, as is mentioned above, signalization of the two intersections which are so close together would unduly penalize traffic on the Cascade Highway.

VPJ:pk


Existing Traffic Signal
Proposed Traffic Signal
MILWAUKIE AND VICINITY
CLACKAMAS COUNTY, OREGON
T. 1 S.
T. 2 S.
122° 36'
122° 35'
122° 34'
45° 27'
45° 26'
Stanley
Wichita
Lynwood
Ball
Clatsop
King Road
Harmony Road
Sunnyside
Monroe St.
Thompson Rd.
Causey Ave
Monterey Ave
Lake Road
Johnson Rd.
Lawnfield
Pacific
Southern
Scott
Mount
Creek
Lincoln Memorial Cemetery
City View Golf Course
(Enlargement 4)

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

SOUTHGATE ST.

+71 Driveway

+20 Driveway

SOUTHGATE

+15 Driveway

40'

40'

90'

90'

36'

75'

32'

4

.05

.30

R/W Line

Rev 10°C.

Const. & Const. Conc. Curb - Type "C"

Exst. & and R/W &

Exst. 2" High Pressure Gas Main

R/W Line

Const. Raised A.C. Traffic Markers as indicated. (see sht. 2-A for detail of median strip)

+43 Driveway

+16 Driveway

+50 Driveway

+15 Driveway

+69 Driveway

+94-Const. Conc. Catch Basin-Rt.
Inst 12"C.M.P. -71'

+03 Const. Catch Basin-Rt.
Inst. 12"C.M.P.-42'

SUNNYSIDE DRIVE

2"Water Main

+36 Const. Catch Basin-Rt.
Inst. 12" C.M.P.-65'

VILLAGE

+48 Driveway

+00-Const. Conc. Catch Basin-Rt.
Inst. 12"C.M.P. -71'

+29 Driveway

SECTION 32

Const. Conc. Curb-Type "C"

Gas Main

Rev. 10°C.

36"

S. 1°57'30"W.

Inst. 12"Sewer P.-192'

Const. Raised A.C. Traffic Mkrs

100'

40'

40'

75'

435

40'

20'

20'

40'

20'

65'

32'

Const. Raised

Inst. 12"Sewer

Service Station

+33 Driveway

+96-Const. Conc. Catch Basin-Lt.
Inst. 12"C.M.P. -7'

+05-Const. Conc. Manhole

+20 Driveway

+54 Driveway

+67 Driveway

+91-Const. Conc. Catch Basin-Lt.

+00-Const Conc. Manhole
Inst. 12"C.M.P. -7'

Exst. 2"High Pressure Gas Main

SUNNYSIDE ROAD

4"Water Main

Lc 435+40.42 Bk. =
Ls 435+39.34 P.S.Ah. =

L 435+54.45 Bk. =
L 435+53.9 P.S.Ah. =

Lc 435+64.00 Bk. =
LN 435+72.99 P.S.A.

+88 Driveway

SECTION 33

+65 Driveway

SECTION 32

SECTION 33

+65 Driveway

+94 Inst. 12" Sew. Pipe-42'

S.E. HARMONY ROAD

4" Water Main

Exst. 2" High Pressure Gas Main

Const. Raised A.C. Traffic Mtrs.

12" Sewer P-553'

Const. Conc. Curb-Type "C"

+18 Driveway

+35-Const. Conc. Catch Basin-Lt.
Inst. 12" C.M.P.-5'

L Ln. & Ls
400' Spiral
S 2°00'
Δ 0.25

+73 Driveway

SECTION 5

SECTION 4

+45 Driveway

Ls-Line

Ln Line

Rev. 10°C.

+15 Driveway

Ls 439+39.34 P.S.C.

L 439+53.9 P.S.C.

Ln 439+72.99 P.S.C.

Rw Line

+39 Driveway

+53-Const. Conc. Catch Basin-Lt.
Inst. 12" C.M.P.-8'

+60-Const. Conc. Manhole

MULTNOMAH & CLACKAMAS COUNT			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	
8	OREGON	F-304(2)	

Revised as Constr
Jan. 1957 · Contract

L, LN, & Ls
1°C.L.
TΔ 15°55'00"
Ts 1001.14'

STATE OF OREGON

+39 Driveway

+53-Const. Conc. Catch Basin-11
Inst. 12" C.M.P. -8'

+60-Const. Conc. Manhole

Inst. 12" C.M.P.-80'

1°C.

10" Water Main

Exst. ℄ and R/W ℄

Rev. 10" C.

Salv. & Reinstall Guard Rail -250'

R/W line

Const. Raised A.C. Traffic Markers as indicated.
(see sht. 2-A for detail of median strip)

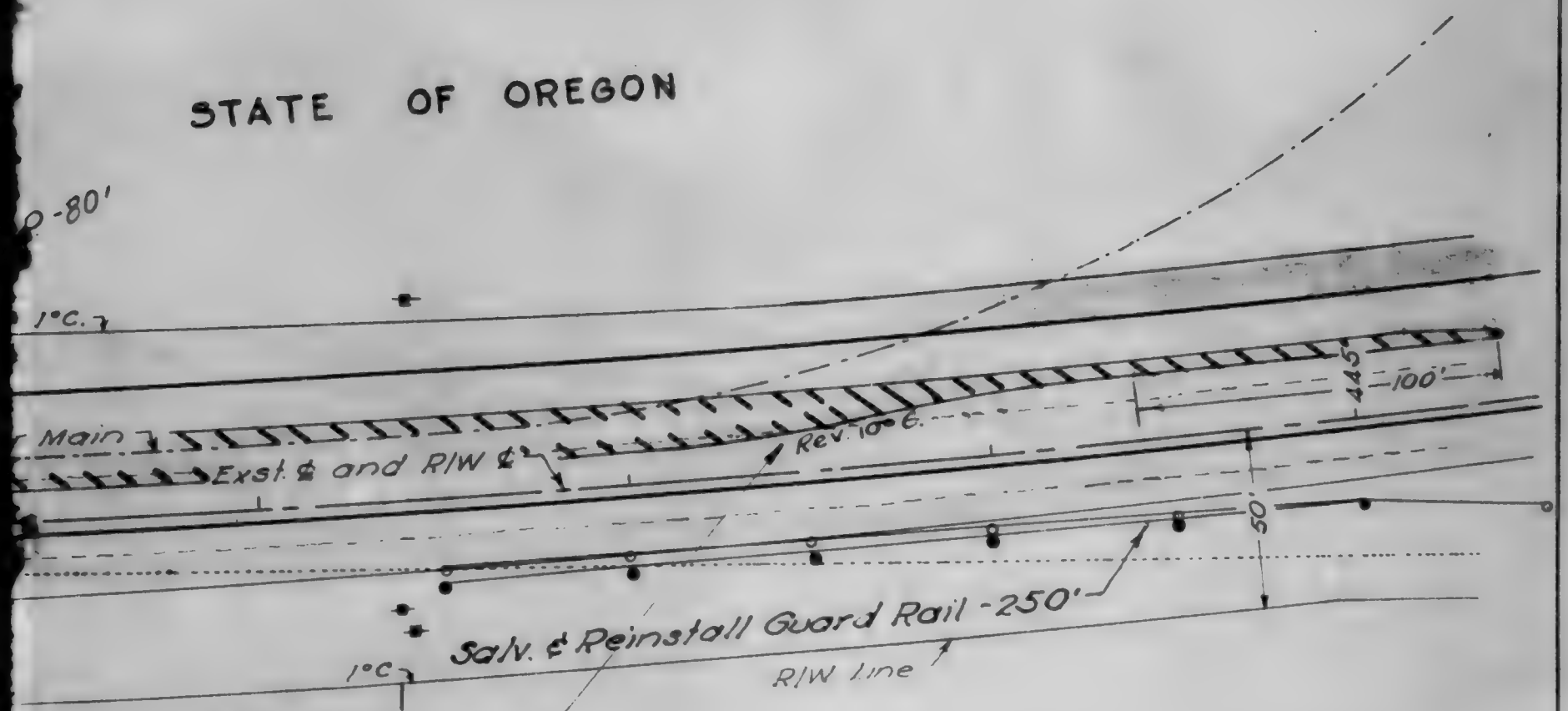
BORROW AREA
(see 58-27-18)

MULTNOMAH & CLACKAMAS COUNTIES				11
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-304(2)		See Index

Revised as Constructed
Jan. 1957 - Contract 4450

L, LN, & Ls
1°C.L.
TΔ 15°55'00"
Ts 1001.14'

STATE OF OREGON

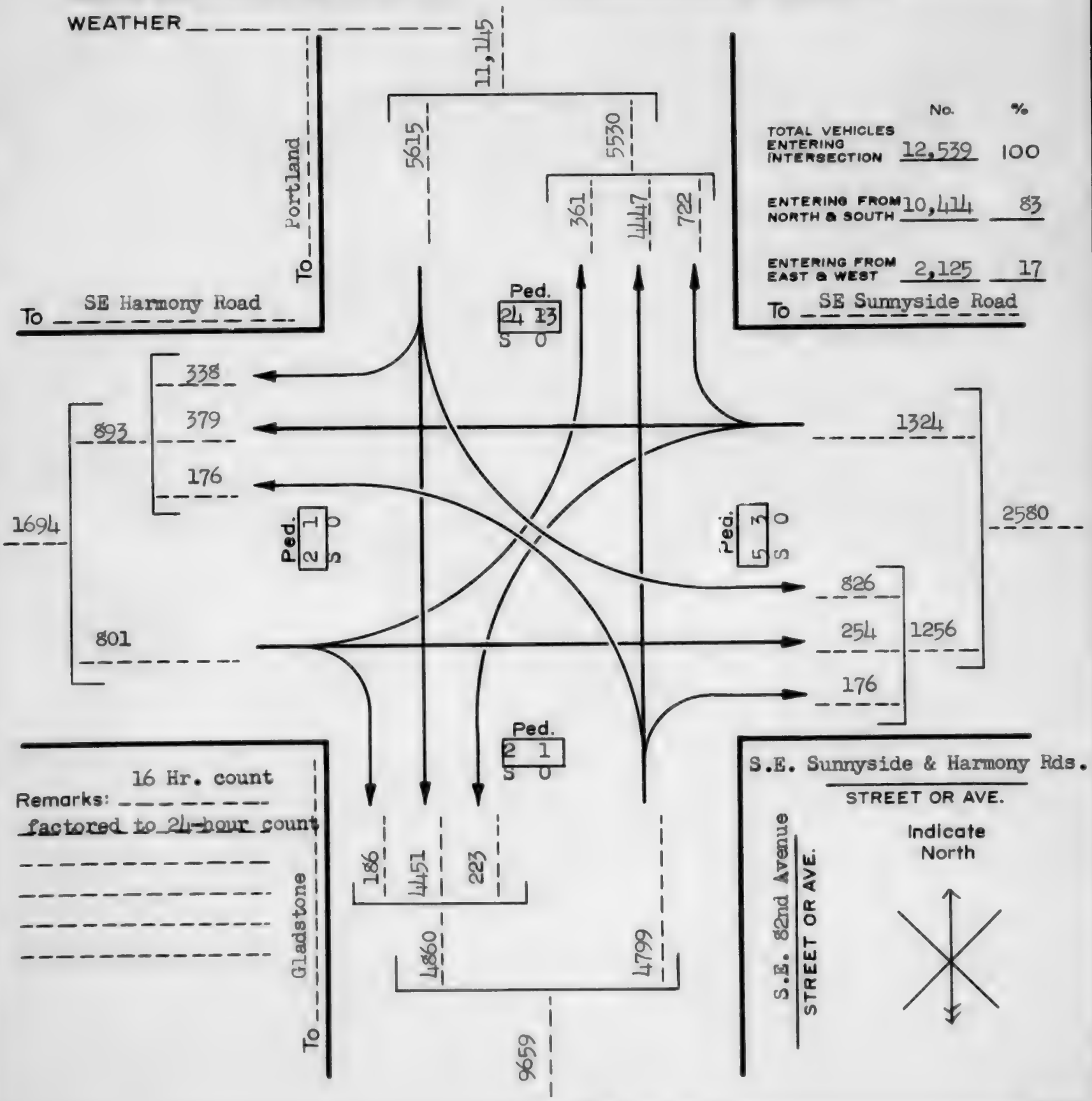


BORROW AREA
(see 58-27-18)

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Nov. 15-17, 1961
DAY OF WEEK Wed. & Fri.
ACTUAL COUNT (VEH.) 16 Hrs. HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER

CITY OF
INTERSECTION OF SE 82nd Ave, SE Sunnyside Rd.
AND SE Harmony Rd.
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12,539	100
ENTERING FROM NORTH & SOUTH	10,414	83
ENTERING FROM EAST & WEST	2,125	17

To SE Sunnyside Road

Remarks: 16 Hr. count factored to 24-hour count

To Gladstone

S.E. Sunnyside & Harmony Rds.
STREET OR AVE.

S.E. 82nd Avenue
STREET OR AVE.

Indicate North

12-55

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: November 15, 1961
Day of week: Wed. & Fri.
Hours counted: 6 AM - 10 PM
Weather:
Classification: All Vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West				
A.M.	6:00- 7:00	4	29	3	4	108	108	27	4	7	-	12	7	313	230	73	83
	7:00- 8:00	20	75	34	23	468	327	65	14	33	11	15	19	1104	879	80	225
	8:00- 9:00	20	32	28	28	243	196	42	19	16	4	10	17	655	508	76	147
	9:00-10:00	29	41	18	23	224	192	16	14	9	5	14	13	598	481	80	117
	10:00-11:00	28	31	11	17	251	210	13	6	5	5	11	4	592	509	86	83
	11:00-12:00	39	27	12	12	217	253	19	13	10	10	7	10	629	541	86	88
	12:00- 1:00	37	37	21	32	238	238	15	21	6	8	12	9	674	551	82	123
	1:00- 2:00	41	47	11	20	290	255	13	13	16	6	7	12	731	615	84	116
	2:00- 3:00	43	34	17	30	275	311	24	21	19	12	10	11	807	669	83	138
	3:00- 4:00	58	39	28	33	332	335	20	10	23	20	16	8	922	781	85	141
P.M.	4:00- 5:00	87	56	31	42	404	509	33	28	15	20	22	8	1255	1059	84	196
	5:00- 6:00	116	47	28	26	352	418	14	27	10	25	13	16	1092	955	87	137
	6:00- 7:00	74	51	19	13	204	259	16	12	13	10	7	10	688	576	84	112
	7:00- 8:00	44	49	13	8	196	194	15	11	8	12	8	6	564	465	82	99
	8:00- 9:00	60	34	23	7	123	123	8	8	7	5	-	5	403	339	84	64
	9:00-10:00	51	27	10	10	121	115	5	10	6	7	5	5	372	309	83	63
	10:00-11:00																
	11:00-12:00																
	12:00- 1:00																
	1:00- 2:00																
A.M.	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
	24-Hour total	826	722	338	361	4451	4447	379	254	223	176	186	176	12539	10414	83	2125
	-Hour total	751	656	307	328	4046	4043	345	231	203	160	169	160	11399	9467	83	1932
	-Hour total																
	Control																
	Factor																

Se 82nd Avenue St. is North and South

SE Sunnyside & Harmony Rds St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of .....

Intersection SE 82nd Avenue, Sunnyside Road & Harmony Road

Station number .....

Code number .....

Classification All Vehicles

h	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
7	-	12	7	313	230	73	83	27
33	11	15	19	1104 ↘	879	80	225	20
16	4	10	17	655	508	76	147	24
9	5	14	13	598	481	80	117	20
5	5	11	4	592	509	86	83	14
10	10	7	10	629	541	86	88	14
6	8	12	9	674 ↘	551	82	123	18
16	6	7	12	731 ↘	615	84	116	16
9	12	10	11	807 ↘	669	83	138	17
23	20	16	8	922 ↘	781	85	141	15
15	20	22	8	1255 ↘	1059	84	196	16
10	25	13	16	1092 ↘	955	87	137	13
13	10	7	10	688 ↘	576	84	112	16
8	12	8	6	564	465	82	99	18
7	5	-	5	403	339	84	64	16
6	7	3	5	372	309	83	63	17
23	178	186	178	12539	10414	83	2125	17
03	160	169	160	11399	9467	83	1932	17

SUMMARY BY LEGS			
North	East	West	South
11145	2580	1694	9659
10131	2346	1540	8781

PEDESTRIANS USING CROSSWALKS							
S North O		S East O		S West O		S South O	
1							
4	2						
	3						
	3						
	3		3			1	1
3							
3		2					
5		3		2		1	
8							
	2				1		
24	13	5	3	2	1	2	1

Tabulated by .....

Computed by .....

Checked by .....

Checked by .....

South

West

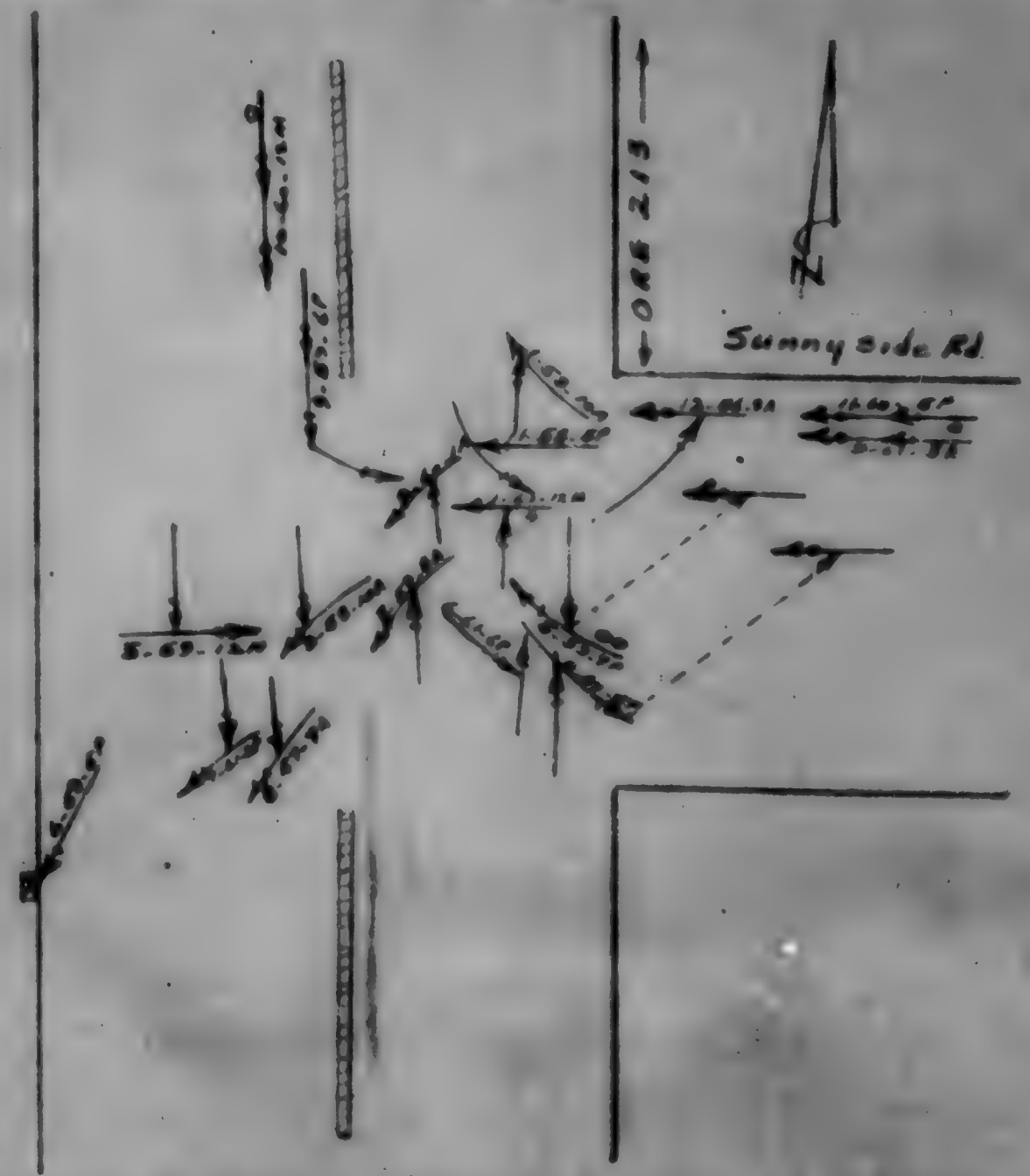
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City or S. of Portland County Clackamas
Intersection of Cascade Hwy and Sunnyside Rd
Highway Number 160 (ORE 213) M.P. 2.19
Period Covered 1-1-56 to 9-30-61
Compiled by VBC Drawn by _____ Date 11-14-61

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



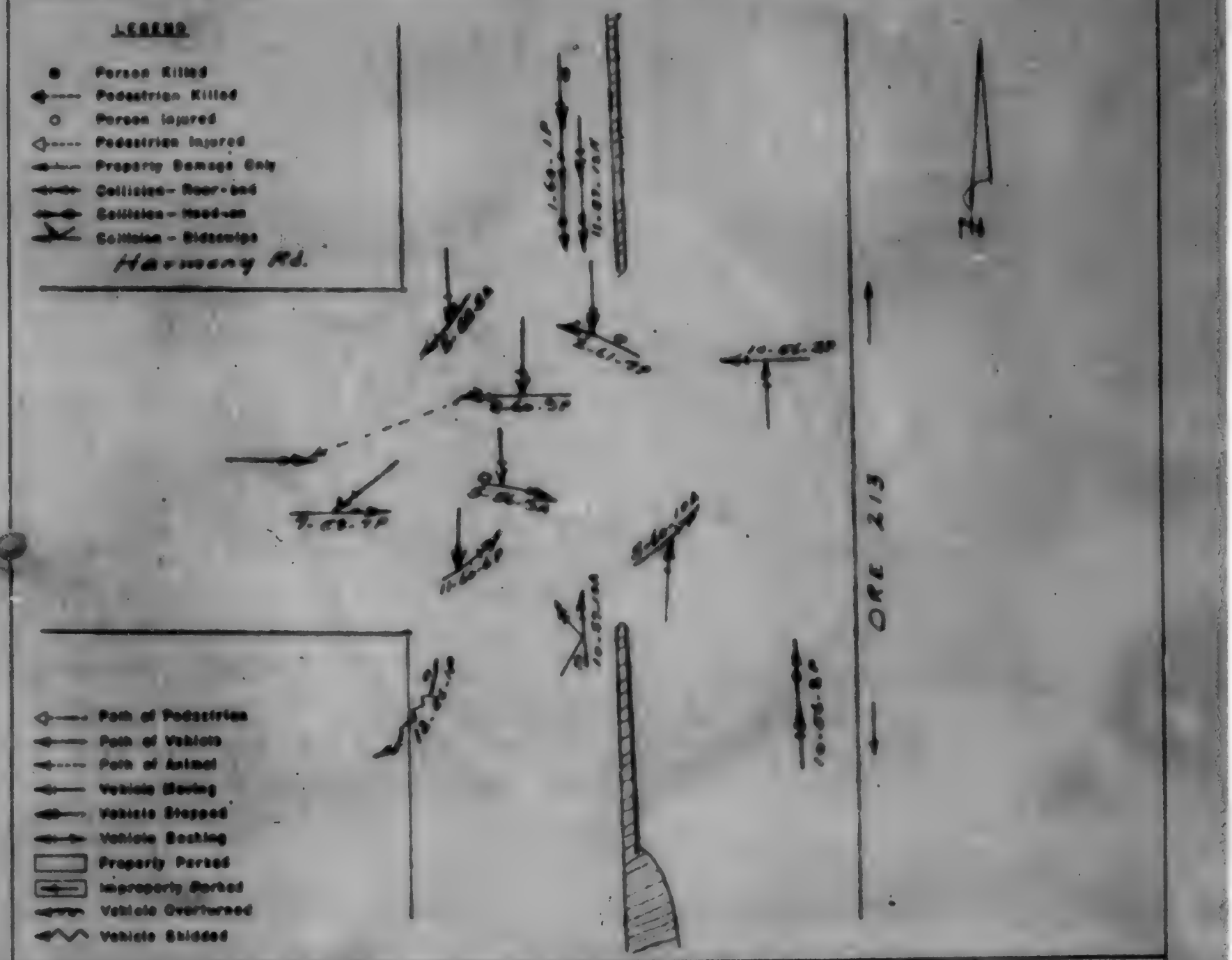
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Property Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1956-1957				1958-1959				1960				9 Mos. 1961				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle					-	-	1	1						1		1	-	1	1	2
Head-on																				
Rear-end					-	-	1	1	-	2	-	2			1	1	-	3	2	4
Sideswipe																				
Turning Movement	-	-	2	2	-	1	4	5	-	-	2	2			2	2	-	1	10	11
Parking																				
Non-collision																				
Fixed Object					-	-	1	1									-	-	1	1
Pedestrian																				
Backing																				
Misc																				
TOTAL	-	-	2	2	-	1	7	8	-	2	2	4	-	1	3	4	-	4	14	18

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of S. of Portland County Clackamas
Intersection of Cascade Hwy and Harmony Rd
Highway Number 1W (ORE 213) M.P. 9.23
Period Covered 1-1-56 to 9-30-61
Compiled by [illegible] Drawn by _____ Date 11-14-61



Collision Type	1956-1957				1958-1959				1960				9 mos. 1961				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1							1	1							2	2
Head-on																				
Rear-end			2	2						1		1						1	2	3
Sideswipe		1		1														1		1
Turning Movement		1		1			2	2			2	2		1		1		2	4	6
Parking																				
Non-collision		1		1														1		1
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL	-	3	3	6	-	-	2	2	-	1	3	4	-	1	-	1	-	5	8	13

RECEIVED
DEC 12 1961
FOR FILING
10.3-16

Cross Referenced To:
Also
Petition
Gen

Salem, Oregon
November 20, 1961

Mr. F. B. Crandall

Herewith a letter and petition concerning the signalization of the intersections of the Cascade Highway (82nd Avenue) and Sunnyside Road and Harmony Road.

Will you please look into this and draft an answer.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
NOV 16 1961
FOR FILING

3 1612

Cross Referenced To:
Adm
Petitions
Gen

November 15, 1961

Clackamas County Board of Commissioners
County Court House
Oregon City, Oregon

RECEIVED
NOV 16 19
FOR

Gentlemen:

In this morning's mail we received your letter of November 13 to which was attached three petitions addressed to your Board urging immediate action towards the installation of traffic signals at the intersection of the Cascade Highway (82nd Avenue) and Sunnyside Road and 82nd Avenue and Harmony Road.

The petitions, with your letter, are being forwarded to the State Highway Engineer for his information and for such investigation and action as may be required.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jh

cc: W. C. Williams
Forrest Cooper

COUNTY OF CLACKAMAS

Board of Commissioners

C. E. LATOURETTE, CHAIRMAN
DARRELL JONES, COMMISSIONER
S. C. ELY, COMMISSIONER

COUNTY COURT HOUSE — OREGON CITY, OREGON

Phone OLive 6-2641

November 13, 1961

Mr. Floyd Query, Secretary
State Highway Commission
Salem, Oregon

Dear Sir: Re: Market Road No. 29

Enclosed herewith find additional letters and petition relative to the traffic control light at the intersection of 82nd and Sunnyside Road.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

SCE/dab
Enc.

RECEIVED
NOV 15 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 7 1961
FOR FILING
103-1612
6663

Cross Referenced to:
Adm
Petition
Gen

November 7, 1961

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon

Gentlemen:

In this morning's mail we received your letter of November 3 to which was attached a petition, containing approximately 300 signatures, and six letters, addressed to the Board of County Commissioners of Clackamas County, requesting traffic control lights at the intersection of the Cascade Highway (82nd Avenue) and Sunnyside Road.

Your letter and the attached material are being referred to the State Highway Engineer for such investigation as may be necessary. When the investigation has been completed and action taken, we will be pleased to let you know.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

F :jmc

cc: W. C. Williams
Forrest Cooper

COUNTY OF CLACKAMAS

Board of Commissioners

C. E. LATOURETTE, CHAIRMAN
DARRELL JONES, COMMISSIONER
S. C. ELY, COMMISSIONER

COUNTY COURT HOUSE — OREGON CITY, OREGON

Phone OLive 6-2641

November 3, 1961

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query Re: Market Road #29

Dear Sir:

We are presenting herewith petitions containing approximately 300 or more names which in essence requests the Board of County Commissioners to act as their representatives to the State Highway Commission relative to adequate traffic control lights at the intersection of the Cascade Highway (82nd Avenue) and Sunnyside Road. We are also including various letters from public institutions and the North Clackamas Chamber of Commerce indorsing this petition.

It is our opinion that this matter has considerable merit and we request on behalf of the petitioners that your Commission have the proper department make a study of this problem with the idea in mind that it might merit some action on the part of the State Highway Commission.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

RECEIVED
NOV 7 1961
OREGON
STATE HIGHWAY COMMISSION

SCE/dab
cc: Mrs. Verniece Read
12744 S. E. 86th Avenue
Portland, Oregon

LIBERTY + INTELLIGENCE + INTERNATIONAL LIONS CLUB + OUR + NATIONS + SAFETY

MILWAUKIE, OREGON

November 6, 1961

Clackamas County Commissioners
Court House
Oregon City, Oregon

Dear Sirs:

The hazardous traffic condition presently existing at the intersection of 82nd and Sunnyside Road and 82nd and Harmony Road is going to be increased upon completion of the freeway highway project presently under construction. This hazard has existed for a number of years and as the population and traffic increase in the immediate area, it follows, that property damage and possible loss of life will also increase if this situation is not corrected.

This matter was brought to the attention of the Milwaukie Lions Club and the executive board voted unanimously to direct the Safety Chairman to write you a letter requesting your assistance to help correct this condition.

We respectfully request that some immediate action be taken to alleviate this hazard. A suggestion would be to install traffic lights at these intersections.

Sincerely yours,

Bill Mascott

Bill Mascott
Chairman, Safety Committee
MILWAUKIE LIONS CLUB

Robert W. Kendall
George [illegible]
Jos Bernard
Richard E. Hoover
Frank Larsen
[illegible]
Robert L. Craig
Robert E. Richmond
Lloyd W. Taylor
James [illegible]

[illegible]
David Dale
James Hunt
Richard M. Shindler
[illegible]
[illegible]
[illegible]
[illegible]

[illegible]
Robert D. Gall
Albert W. Ziglar
[illegible]
A A Samuels
[illegible]
[illegible]
Jack N. Spees

BOARD OF DIRECTORS
GEORGE H. COVELL, CHAIRMAN
JOHN S. BOTSFORD
ALTON R. WRIGHT
DAVID S. JOHNSON
IVAN K. MOORE

Milwaukie Public Schools

SCHOOL DISTRICT NO. 1

TELEPHONE OL 4-1211
2145 MONROE STREET
P. O. Box 5947
MILWAUKIE 22, OREGON

ARTHUR KIESZ, SUPERINTENDENT
ARWID W. BERTMAN, CLERK

October 31, 1961

Board of County Commissioners
Clackamas County
Oregon City, Oregon

Gentlemen:

We, the School Bus Drivers of the Milwaukie Elementary Schools, feel that the installation of a traffic signal at the intersection of 82nd, Sunnyside and Harmony Roads is a necessary precaution to help control the heavy traffic and congestion at this point.

Our buses cross or enter this intersection not less than 46 times a day on their normal routes. Safety is our primary concern with the task of transporting large loads of school children.

Many times we experience lengthy delays waiting for traffic to clear sufficiently to safely enter or cross 82nd Street.

With the aid of a traffic signal, the hazards of this dangerous intersection would be greatly reduced.

Very truly yours,

Jack W. Sperr

Jack W. Sperr
Transportation Supervisor

John Glanz
Roy Clay
Mary L Westby
Jack Shubert
Eleanor M. Anderson
Glenn L. Wood
Sumner Geiter
David A Ford
Clifford M. Andrews
Emil Kruger
Howard Sanders
Carl E Lenz

John M. Million
Eglen Jackson
Donald L. Cutler
J H Meyer

October 30, 1961

Clackamas County Board of County Commissioners
County Court House
Oregon City, Oregon

Gentlemen:

The Dale Ickes Jr. High SchoolP.T.A. would like to endorse the petition for a traffic light at the intersection of eighty-second avenue and Sunnyside Road, for the protection of pedestrians, particularly school children, against the increasing hazard of crossing eighty-second avenue.

With the completion of the widening project, will come even more traffic and greater speed, thereby endangering the lives of people who need to cross this artery.

Sincerely,

Dale Ickes Jr. High School P.T.A.

President, Mrs. Dave Brown

by the Secretary, Mrs. Ken Williams

8515 S.E. Sunnybrook St.
Portland 66, Ore.
Oct. 27, 1961

Board of County Commissioners
Oregon City, Ore.

Dear sirs:

Last night at our regular P.T.A. meeting, the petition regarding the traffic control lights at the intersection of 82nd Ave. and Sunnyside-Harmony Rds. was discussed. By a unanimous vote of the membership, I was authorized to send you a letter of our endorsement of this petition.

We feel there must be some adequate traffic control system worked out for that hazardous crossing for the safety of both children who must cross there and drivers who use that intersection.

Respectfully,

Grace Jurgens

President of Harmony P.T.A.

JAMES H. ADAMSON
PRINCIPAL

OWEN O. SABIN
SUPERINTENDENT

CLACKAMAS HIGH SCHOOL

UNION HIGH SCHOOL DISTRICT NO. 5
13801 S.E. WEBSTER ROAD
MILWAUKIE, OREGON
TEL. OL 4-5431

October 24, 1961

RECEIVED
OCT
Board of County Commissioners

Clackamas County Board of
Commissioners
Oregon City, Oregon

Gentlemen:

My attention has been called to the effort of some local residents to have a stop light installed at the corner of 82nd Avenue and Sunnyside Road.

I would like to express my approval of these efforts as we are faced with a situation of getting school busses on to 82nd Avenue from Sunnyside Road both in the morning and in the evening. We have little problem leaving 82nd Avenue and turning on Sunnyside Road, but the return trip poses the problem of crossing 82nd Avenue and turning left towards the school. This would be much more safely done if we had stop lights to control the traffic.

Very truly yours,

CLACKAMAS HIGH SCHOOL

J. H. Adamson

James H. Adamson
Principal

JHA:mds

North CLACKAMAS COUNTY

CHAMBER OF COMMERCE

1235 Main Street, Milwaukie, Oregon

OL 4-7777

October 24, 1961

Mrs. Verniece Reed
12744 S. E. 86th Ave.
Portland, Oregon

Dear Mrs. Reed:

The Executive Board of the North Clackamas County Chamber of Commerce, at their meeting Monday noon, October 23, 1961, went on record as favoring the Petition referred to below, addressed to the Board of Clackamas County Commissioners.

Most of our members are familiar with the intersection referred to.

Sincerely,

Orville Robinett

Orville Robinett, President
North Clackamas County Chamber
of Commerce

cc: Commissioner Stan Ely
Commissioner Darell Jones
Commissioner Ed Latourette
OR:bk

PETITION

To the Board of Clackamas County Commissioners:

We, the undersigned residents of Clackamas County, petition the Board of County Commissioners as our representatives to request the State Highway Commission to install adequate control lights at the intersection of Cascade Highway (82nd Avenue) and Sunnyside Road. In view of improvements of Cascade Highway and increased flow of traffic being channelled thereon from Sunnyside Road, we feel that the crossing of four lanes of traffic constitutes a definite hazard, both to the safety of vehicles and foot traffic. As this crossing is used extensively by children going to and from the adjacent school, we feel this situation merits immediate consideration and herewith request that the Board of Commissioners represent us in this presentation to the Highway Commission.

BOARD OF DIRECTORS
GEORGE H. COVELL, CHAIRMAN
JOHN S. BOTSFORD
ALTON R. WRIGHT
DAVID S. JOHNSON
IVAN K. MOORE

Milwaukie Public Schools

SCHOOL DISTRICT NO. 1

TELEPHONE OL 4-1211
2148 MONROE STREET
P. O. Box 5947
MILWAUKIE 22, OREGON

ARTHUR KIESZ, SUPERINTENDENT
ARWID W. BERTMAN, CLERK

October 23, 1961

Clackamas County Commissioners
Court House
Oregon City, Oregon

Gentlemen:

Within the past few years my attention has been called to the fact that the traffic hazard at the corner of Sunnyside Road and 82nd Avenue continues to increase. The reason for this is obvious with the tremendous growth that is taking place in that area. It presents a problem to our school buses and tends to become a traffic hazard to the point that the lives of the children on our school buses are involved.

I feel that a traffic light is essential for the protection of the children attending the Ickes Junior High School and the Harmony school, as well as for the protection of the people coming onto 82nd Avenue from Sunnyside Road.

I hope you give this matter your attention.

Sincerely,

Arthur Kiesz

ARTHUR KIESZ
Superintendent

AK:gm

P. L. WALLACE, PRINCIPAL

Dale J. Ickes Junior High School

Milwaukie School District No. 1

TELEPHONE OL 4-0010
7726 S. E. HARMONY ROAD
MILWAUKIE 22, OREGON

ARTHUR KIESZ, SUPERINTENDENT

RECEIVED
[illegible]
Board of County Commissioners

October 23, 1961

Board of County Commissioners
County Court House
Oregon City, Oregon

Gentlemen:

It has come to our attention that some discussion regarding a stop light at the intersection of 82nd Avenue and Sunnyside Road is now in progress. We strongly endorse such an idea.

As the flow of traffic along an already busy 82nd AVenue increases, so does the danger to the considerable number of our students who must make a daily crossing.

Sincerely,

DALE J. ICKES JUNIOR HIGH SCHOOL

P. L. Wallace

P. L. Wallace, Principal

PLW:ACB

PETITION

To: Board of County Commissioners

RECEIVED
OCT
Board of County Commissioners

We, the undersigned, residents of Clackamas County, petition the Board of County Commissioners as our representatives, to request the State Highway Commission to install adequate traffic control lights at the intersection of Cascade Highway (82nd Avenue) and Sunnyside Road. In view of the improvement of the Cascade Highway and the increased flow of traffic being channeled thereon from Sunnyside Road, we feel that the crossing of four lanes of traffic constitutes a definite hazard both to the safety of vehicles and foot traffic. As this crossing is used extensively by children going to and from the adjacent school. We feel that this situation merits immediate consideration and herewith request that the Board of Commissioners represent us in this presentation to the Highway Commission.

NAME	ADDRESS
* Vernice E. Read Oct. 4 1933	12744 S.E. 82nd Avenue, Portland
Donna Turgleson	8515 SE Sunnybrook St, Portland 66
Williams Steele	1780 SE Cook St Milwaukie Ore
Dorothy F. Corkran	7717 S.E. River Rd, Milwaukie Ore.
[illegible]	2791 E 82nd Portland
[illegible]	12787 S E 82 Portland
[illegible]	
Audrey F. Farrell	12791 S E 86th Portland 66, Ore
Corinne A. Furnberg	6500 S E. Furnberg St.
Juanita A. Lesage	R.F.D. 5 Box 620 Oregon City
[illegible]	R.F.D. 5 Box 626 Oregon City
Elma K. Brower	1398 S E 62nd Ave, Milwaukie 22
Jack W. Sperr	1705 30th Street Milwaukie 22
Marguerite M. Sawyer	1815 Roosevelt St. Milw. 22.
[illegible] Brule	8116 SE 62nd Portland 66
June N. Meininger	7800 S.E. Harmony Drive Milwaukie
May M. Speed	7606 SE Harmony Dr.
[illegible]	8540 S.E. Sunnyside Rd. Port. 66

PETITION

To: Board of County Commissioners

RECEIVED
OCT
Board of County Commissioners

We, the undersigned, residents of Clackamas County, petition the Board of County Commissioners as our representatives, to request the State Highway Commission to install adequate traffic control lights at the intersection of Cascade Highway (82nd Avenue) and Sunnyside Road. In view of the improvement of the Cascade Highway and the increased flow of traffic being channeled thereon from Sunnyside Road, we feel that the crossing of four lanes of traffic constitutes a definite hazard both to the safety of vehicles and foot traffic. As this crossing is used extensively by children going to and from the adjacent school. We feel that this situation merits immediate consideration and herewith request that the Board of Commissioners represent us in this presentation to the Highway Commission.

NAME	ADDRESS
* Vernice E. Read Oct. 4 1933	12744 S.E. 86th Avenue, Portland
Lonza Torgeson	8515 SE Sunnybrook St, Portland 66
Williams Steele	1700 SE Cook St Milwaukie Ore
Dorothy P. Corkran	9717 S.E. River Rd, Milwaukie Ore.
[illegible]	12741 - E 86th Portland
[illegible]	12751 - S E 86 Portland
[illegible]	
Audrey R. Harrell	13791 S. E. 86th Portland 66, Ore
Corinne A Furnberg	6500 S E. Furnberg St
Juanita A Deforge	RFD 5 Box 620 Oregon City
[illegible]	R.F.D. 5 Box 620 Oregon City
Elma K Brower	13280 S E Cash Ave, Milwaukie 22
Jack W. Speer	1705 - 30th Street Milwaukie 22
Marguerite M. Sawyer	1815 Roosevelt St. Milw. 22.
[illegible] Hoult	8615 SE 92nd Portland 66
June W. Meininger	7800 S.E. Harmony Drive Milwaukie
May M Speed	7606 SE Harmony Dr.
Jennie Fellows	8540 S.E. Sunnyside Rd. Port. 66
Mrs & Mrs W. L. Thornton	12750 S.E. 86th (66)

5-1055 St. Helens-Warren Sec., Columbia River Hwy. 1962

#6054

RECEIVED
JUN 29 1962
FOR FILING

6054

June 28, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6054, awarded to Morse Bros., for paving the St. Helens-Warren Section of the Columbia River Highway in Columbia County.

This contract was completed on May 22, 1962, but has not as yet been accepted by the Commission. Final payment in the amount of $1,893.89 will be released to the contractor after acceptance by the Commission. The total contract amount is $63,988.54, of which amount $858.93 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 25, 1962

Section St. Helens - Warren

Highway Columbia River County Columbia

Contractor Morse Bros.

Date of contract April 13, 1962

Date work started April 18, 1962

Project authorization . . . . . $ 78,152.63

Exclusive of engineering . . . . $ 72,595.11

Estimated cost of completed project, exclusive of engineering . . . . . $ 64,000

Estimated per cent underrun . . . . . -11.7 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 5,557.52

Engineering cost to date $ 5,000, 90 %

Kind of work Paving

Section prefix 5-1055

Contract number 6054

Specified work days 50

Work days used 15

Per cent of time elapsed 30 %

Date project was completed May 22, 1962.

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Monday and Tuesday the contractor placed 3/4"-0 along the abrupt edges of the shoulders and made the final clean up of the project.

Completion Date: May 22, 1962.

NOTED
R. L PORTER

CONSTRUCTION DIVISION
RECEIVED
MAY 28 1962

NOTED

Noted
A. N. J...

Signed

Address Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.77		2.77	2.77
Miles partially completed					
Miles completed					
Total estimated quantities (contract)		2,360 c.y.		4.0 T	8,700 T
Total quantities corrected to date		2,780 c.y.		1,26 T	7,865.4 T
Estimated quantities moved or placed to date		2,780 c.y.		1.26 T	7,865.4 T
Average daily quantities					
Average daily quantities necessary to complete projec. on time					
Number shifts per day 1					
Hours per shift 8					
Average force on project for week 10					

Men 9

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 2

Men and tractors

Equipment used during week: Shovels ....., Power graders 1., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers 1., ... Broom 1. . . .., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
MAY 9 1962
COMMISSIONERS

FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD OLSEN, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 9, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6054, awarded April 13, 1962, to Morse Bros., for paving St. Helens - Warren Section of the Columbia River Highway in Columbia County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
MAY 9 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6054

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 9, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6054, awarded April 13, 1962, for paving the St. Helens-Warren Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 24 1962
FOR FILING

COMMISSIONERS
O. K. MOYER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

L-54

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 23, 1962

KENNETH J. COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Morse Bros.,
P. O. Box 466
Lebanon
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6054, awarded April 13, 1962, for paving the St. Helens-Warren Section of the Columbia River Highway in Columbia County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 3, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.
PS: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
A. E. Johnson
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5-1055

6054

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

O. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1962

Morse Bros.,
P. O. Box 366
Lebanon
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962
awarded to you State Highway Contract No. 6054
for the following project:

Paving the St. Helens-Warren Section of the Columbia River Highway in Columbia County.

This award was based on your bid of $67,869.00
which was the low bid submitted to the Commission on April 11, 1962,
for this project. Contract forms will be sent to you for execution within
the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. K. Young
R. G. Savage (SIAC)

5-1555

RECEIVED
JUL 30 1961
FOR FILING

11-21-61

LOCATION PROSPECTUS

SECTION: St. Helens-Warren

HIGHWAY: Lower Columbia River - State Primary No. 2W, Federal Aid Primary No. 1.

COUNTY: Columbia

TERMINI: This project is in two units. The northerly terminus of Unit 1 is at M.P. 29.14, which is approximately 0.03 mile north of the northerly limits of the city of St. Helens. The southerly terminus of Unit 1 is at M.P. 28.69, in the city of St. Helens. The northerly terminus of Unit No. 2 is at M.P. 27.94 and is the southerly limits of St. Helens. The southerly terminous is at M.P. 25.62, which is 2.32 miles southerly from the southerly limits of St. Helens.

LENGTH: 2.77 miles, excluding 0.75 mile in St. Helens.

NARRATIVE: This will be a location survey to prepare plans, specifications, and estimates for minor widening and resurfacing on existing alignment. This project is on the 1962 State Construction Program. Geologic Exploration of soils is not deemed necessary. There are no special drainage problems. An economic analysis is not needed.

CHARACTERISTICS:

	Present	20 years
ADT	5,400	10,000
Rise and Fall	110'	
Maximum Curvature	1 degree	
Central Angle	38 degrees	

TYPICAL SECTION: Asphaltic concrete overlay to a top width of 40 feet. The typical section will be two 12-foot travel ways with 8-foot shoulders. The existing facility has a 20-foot AC pavement with 10-foot shoulders.

BASE DESIGN: Two inches of asphaltic concrete overlay.

MATERIAL SOURCES: Local, State, commercial.

ADDITIONAL FACILITIES: Interchanges - None.
Railroad crossings - None.
Bridges - McNulty Creek - 1-30' Conc. span, H.C. 26', H-15.

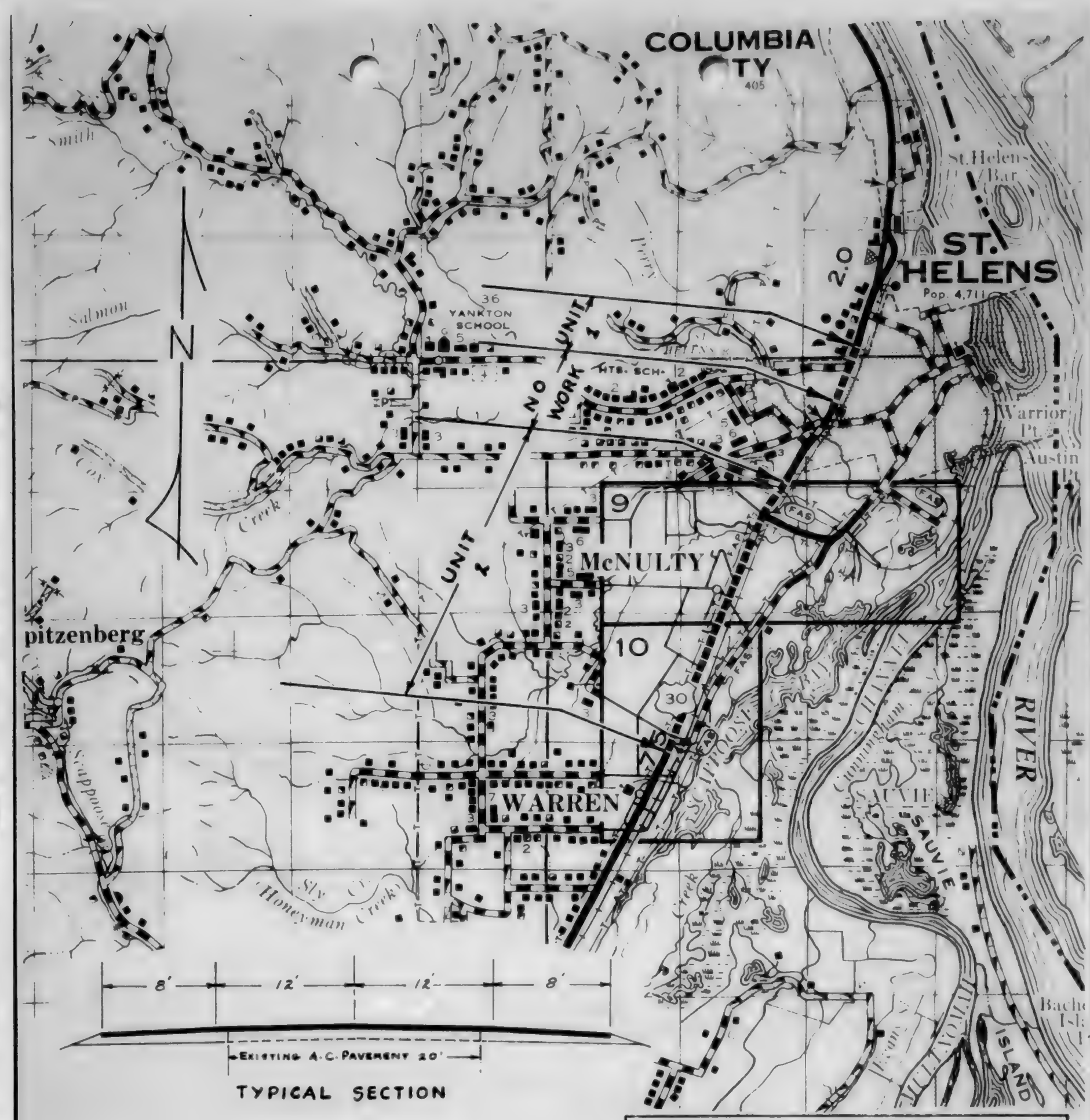
ACCESS:	No changes.
AGREEMENTS:	None required.
STATE PARKS AND REST AREAS:	None affected.

November 21, 1961

Attach.

cc W. C. Williams
Forrest Cooper ✓
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (3)

RECEIVED
NOV 1961
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION

PROSPECTUS MAP

ST. HELENS WARREN
COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

Scale 1" = 1 Mile NOV., 1961

9-1062 Jefferson Co. Line-Sisters Sec., 1962
Santiam Hwy.
#6055

RECEIVED
OCT 1 1962
FOR FILING

September 28, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 12, 1962, you were notified of the release of final payment on contract #6055, awarded to Bend Aggregate & Paving Co., for paving the Jefferson County Line-Sisters Section of the Santiam Highway in Deschutes County.

Final payment on this contract is $2,859.98 and the total contract amount is $97,272.83, including $1,753.23 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bend Aggregate & Paving Co.,
Route 2, Box 66
Bend
Oregon

RECEIVED
SEP 21 1962
FOR FILING
6645

September 19, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Release of $49,535.82 on contract #6055 on or after September 26, 1962, will be made to Bend Aggregate & Paving Co., for paving the Jefferson County Line-Sisters Section of the Santiam Highway in Deschutes County.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,919.98.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dc

by: C. W. Head, Assistant Secretary

cc: Bend Aggregate & Paving Co.,
Route 2, Box 66
Bend
Oregon

RECEIVED
SEP 17 1962
FOR FILING

6055

September 12, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6055 awarded to Bond Aggregate & Paving Co., for paving the Jefferson County Line-Sisters Section of the Santiam Highway in Deschutes County, was completed August 27, 1962, and was accepted by the Highway Commission on September 10, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before September 19, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Reed, Assistant Secretary

dc

cc: Bond Aggregate & Paving Co.,
Route 2, Box 66
Bend, Oregon

cc: R. L. Porter
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
SEP 12 1962
FOR FILING

September 11, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 27 on Contract 6055. The contract was with Bend Aggregate & Paving Company and was for paving on the Jefferson County Line-Sisters Section of the Santiam Highway in Deschutes County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective September 10, 1962, and that you concur in this procedure at the Commission meeting on September 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw hlb

RECEIVED
SEP 10 1962
FOR FILING

6055

Salem, Oregon
September 7, 1962

Acceptance of Contract

Mr. R. L. Porter
Assistant Highway Engineer
O F F I C E

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 6055 with Bend Aggregate & Paving Co. for paving on the Jefferson County Line-Sisters Section of the Santiam Highway in Deschutes County, completed August 27, 1962.

L. N. Young
Office Engineer

DBP:cr

cc: Floyd Query
C. M. Malson
F. D. Moreau

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 1, 19 62

Section Jefferson Co. Line-Sisters

Highway Santiam County Deschutes

Contractor Bend Aggregate & Paving Co.

Date of contract April 13, 19 62

Date work started May 14, 19 62

Project authorization . . . . . $ 115,526.25

Exclusive of engineering . . . . $ 107,311.05

Engineering authorization . . . . $ 8,215.25

Engineering cost to date $ 7,900.00, 96.2 %

Kind of work Paving

Section prefix 9-1062

Contract number 6055

Specified work days 80

Work days used 64

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 107,311.05

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed August 27, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed on Monday, and final cleanup finished Thursday.

Semi-final estimate being submitted to Division Office.

FINAL REPORT

NOTED R. L PORTER

CONSTRUCTION DIVISION RECEIVED SEP 14 1962 NOTED

Signed R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 8 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6055

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD C. LINDAS
CHIEF COUNSEL

May 8, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6055, awarded April 13, 1962, to Bend Aggregate & Paving Co., for paving the Jefferson County Line-Sisters Section of the Santiam Highway in Deschutes County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 8 1962

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6055

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 8, 1962

Bend Aggregate & Paving Co.,
Route 2, Box 66
Bend
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6055, awarded April 13, 1962, for paving the Jefferson County Line-Sisters Section of the Santiam Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 24 1962
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
REDFORD

FLOYD QUERY, SECRETARY
SALEM

6055

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 23, 1962

Bend Aggregate & Paving Co.,
Route 2, Box 66
Bend
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6055, awarded April 13, 1962, for paving the Jefferson County Line-Sisters Section of the Santiam Highway in Deschutes County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 3, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

PS: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
Dean Smith
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

7-106

6055

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
April 13, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER

S. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Bend Aggregate & Paving Co.,
Route 2, Box 66
Bend
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6055 for the following project:

Paving the Jefferson County Line-Sisters Section of the Santiam Highway in Deschutes County.

This award was based on your bid of $101,490.00 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

109-4215 Deschutes River Br., Century Drive in Bend 1962

#6056

DEPARTMENT
DEC 7 - 1967
FOR FILE
109-4213
6056

MCE RSB 288 11-28-67 4-37 PM

noted ja

DALE ALLEN

RE EDW ASSIGNMENT 6056

ROBERT H WORRALL COMPLAINT

GUARD RAIL AT MP 10.48 AND 12.65 ON ROGUE RIVER HIGHWAY IS IN PLACE EXCPET FOR END PIECES. ON OUR OWN WE MAY ADD SOME RAIL OVER AND ABOVE WXX THT XX THAT PROMISED IN MY LETTER OF OMOOBER 16, 1967.

THIS TELETYPE SFVULD COMPLETE THE SUBJECT ASSIGNMENT.

CARL M WIL
IAMS

CW--.

MAINTENANCE ENGINEER
RECEIVED
NOV 28 1967
ME AME AME OE AG
ES ABS AA FILE TA

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 22 1964
FOR FILING

April 22, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment for $426.40 will be made to George E. Berry, on contract #6056 for construction of the Deschutes River Bridge on Century Drive (Bend) in Deschutes County, as soon as the warrant is prepared.

The total amount paid on this contract will be $53,372.22, including the post-final payment. Of the total, $212.76 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. George E. Berry
P. O. Box 311
Beaverton, Oregon

cc: C. H. Maison
Attn.: John Kerr

Date: 4-21-64

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 6056, Est. No. [illegible], Date: [illegible], Amt. $ [illegible]

Contractor [illegible]

Totals to date: Paid to contractor $ [illegible]

Amount of force account $ 212.76

Amount of retained percentage $

Claims Section
Accounting Division

3/64

RECEIVED
JAN 3 1963
FOR FILING

January 2, 1963

Great American Insurance Co.,
Wells-Reed-Wood-West Ins. Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On October 3, 1962, you were notified of the release of final payment on contract #6056, awarded to George E. Berry, for the construction of the Deschutes River Bridge on Century Drive (Bend) in Deschutes County.

Final payment on this contract is $5,983.09 and the total contract amount is $52,945.82, including $212.76 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. George E. Berry
P. O. Box 311
Beaverton, Oregon

cc: C. H. Malson

RECEIVED
NOV 8 1962
FOR FILING

November 8, 1962

Wells-Reed Insurance Co.
412 Failing Building
Portland 4, Oregon

Gentlemen:

Semi-final payment on contract #6056 for bridge construction on the Deschutes River Section of the Century Drive (Bend) Highway in Deschutes County will be released to the contractor, George E. Berry, after November 16, 1962.

This payment will be in the amount of $2,777.76 and the amount of retained percentage will be adjusted to $3,761.03.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc: George E. Berry
P. O. Box 311
Beaverton Oregon

Great American Insurance Co.
320 California St. (Bond Dept.)
San Francisco 4, Calif.

Great American Insurance Co.
Portland Service Office
Portland 4, Oregon

RECEIVED
OCT 3 1962
FOR FILING

6056

October 3, 1962

Great American Insurance Co.,
Wells-Reed-Wood-West Ins. Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #6056 awarded to George E. Berry, for construction of the Deschutes River Bridge on Century Drive in Bend, Deschutes County, was completed September 13, 1962, and was accepted by the Highway Commission on September 13, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before October 10, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Mr. George E. Berry
P. O. Box 311
Beaverton, Oregon

cc: R. L. Porter
L. H. Young
C. H. Maison

RECEIVED
OCT 4 1962
FOR FILING

[illegible]
6056

October 2, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed September 13, 1962 on Contract 6056. The contract was with George E. Berry and was for work on the Deschutes River Bridge on Century Drive in Bend, Deschutes County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective September 13, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison

PMS:er

Surety letter mailed
10-3-62

FORM E-30 BOM 6-61 30681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1962

SUBJECT: Deschutes River Bridge
Contract No. 6056

To: Mr. P. M. Stephenson
Asst. State Highway Engineer

O F F I C E

George E. Berry completed work on the Deschutes River Bridge on Century Drive in Bend, Deschutes County, Contract No. 6056, on September 13, 1962. This contract is ready for acceptance by the Commission.

This is a State project and does not require final inspection nor acceptance by the Bureau of Public Roads.

Ivan D. Merchant
Bridge Engineer

By Theo Roake.

T. C. Roake
Assistant Bridge Engineer

CAG:dl

cc: Floyd Query
D. B. Parkes

RECEIVED
MAY 4 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

1 - 21215
6036

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
S. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 3, 1962

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6036, awarded April 13, 1962, to George E. Berry for construction of the Deschutes River Bridge on Century Drive (Bend) in Deschutes County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. George E. Berry
P. O. 311
Beaverton, Oregon

RECEIVED
MAY 3 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
S. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

Mr. George E. Berry
P. O. Box 311
Beaverton
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6056, awarded April 13, 1962, for construction of the Deschutes River Bridge on Century Drive (Bend) in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 24 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. PRIDDY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 24, 1962

Mr. George E. Berry
P. O. Box 311
Beaverton
Oregon

Dear Sir:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6056, awarded April 13, 1962, for construction of the Deschutes River Bridge on Century Drive (Bend) in Deschutes County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 16, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

PS: Just a reminder to have your signature read the same as your name is given on the Contract and Bond pages. Thank you.
de

cc: L. H. Young
Dean Swift
Res. Engineer
Ivan D. Merchant

RECEIVED
APR 16 1962

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

107-421

6-56

FORREST COOPER
STATE HIGHWAY ENGINEER

O. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 13, 1962

Mr. George E. Berry
P. O. Box 311
Beaverton
Oregon

Dear Sir:

The State Highway Commission on April 12, 1962 awarded to you State Highway Contract No. 6056 for the following project:

Construction of the Deschutes River Bridge on Century Drive in Bend, Deschutes County.

This award was based on your bid of $50,147.00 which was the low bid submitted to the Commission on April 11, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

de

cc: Frank Morgan
L. H. Young
R. C. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 23 1962

FORM S-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

March 23, 1962

Cascade Natural Gas Company
Bend,
Oregon

Attention: Mr. N. W. Hollaman

Gentlemen:

Construction Plans

Deschutes River Bridge
Century Drive - Bend

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Deschutes River Bridge Section.

Bids on this project will be received by the Oregon State Highway Commission on April 11, 1962.

Our resident engineer on this project will be Mr. M. W. Moore, P. O. Box 1249, Bend.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FWS:fp

Enc.

cc G. S. Paxson
R. L. Porter
Ivan Merchant
Dean Swift
M. W. Moore

RECEIVED
MAR 23 1962
NOTIFIED
G. S. PA

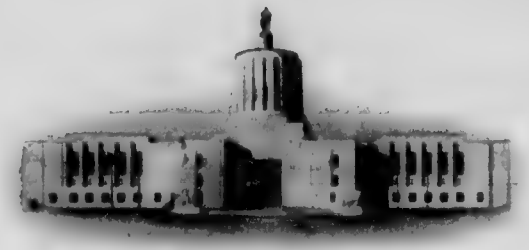
FORM E-123

RECEIVED
MAR 26 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

109-4215



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

March 23, 1962

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Attention: Mr. R. H. Sallee

Construction Plans

Deschutes River Bridge
Century Drive - Bend

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Deschutes River Bridge Section.

Bids on this project will be received by the Oregon State Highway Commission on April 11, 1962.

Our resident engineer on this project will be Mr. M. W. Moore, P. O. Box 1249, Bend.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FWS:fp

Enc.

cc G. S. Paxson
R. L. Porter
Ivan Merchant
Dean Swift
M. W. Moore

RECEIVED
MAR 29 1962
NOTE

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

March 23, 1962

City of Bend
City Hall
Bend, Oregon

Attention: Mr. J. H. Eaton

Gentlemen:

Construction Plans

Deschutes River Bridge
Century Drive - Bend

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Deschutes River Bridge Section.

Bids on this project will be received by the Oregon State Highway Commission on April 11, 1962.

Our resident engineer on this project will be Mr. M. W. Moore, P. O. Box 1249, Bend.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FWS:fp

Enc.

cc G. S. Paxson
R. L. Porter
Ivan Merchant
Dean Swift
M. W. Moore

RECEIVED

FORM E-122

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

March 23, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland 12, Oregon

Attention: Mr. M. E. Bousha

Construction Plans

Deschutes River Bridge
Century Drive - Bend

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Deschutes River Bridge Section.

Bids on this project will be received by the Oregon State Highway Commission on April 11, 1962.

Our resident engineer on this project will be Mr. M. W. Moore, P. O. Box 1249, Bend.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FWS:fp

Enc.

cc G. S. Paxson
R. L. Porter
Ivan Merchant
Dean Swift
M. W. Moore

RECEIVED
MAR 26 1962

RECEIVED
MAR 26 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

1-1-421C

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 23, 1962

City of Bend
Bend
Oregon

Attention: Mr. Walter T. Thompson
City Manager

Gentlemen:

At the conclusion of the meeting with the City Council on March 21, Mr. Eaton requested a copy of the summary of velocities and backwater heads from which Mr. Edgerton had quoted during the meeting. The following table is a copy of that summary:

SUMMARY OF VELOCITIES AND BACKWATER HEADS

Structure	2000 cfs. 76.0' Vavg.	Bk. W.	3000 cfs. 76.6' Vavg.	Bk. W.	4000 cfs. 77.4' Vavg.	Bk. W.
No. Structure	1.98	0	2.55	0	2.83	0
Existing Structure	2.33	0.03'	3.00	0.04	3.33	0.05
100' Br. (3 span)	7.28	1.08	9.74	1.81	11.44	2.76
160' Br. (4 span)	3.68	0.14	4.88	0.26	5.66	0.38
222' Br. (6 span)	2.60	0.03	3.44	0.05	3.95	0.07
3-25' Arches	5.52	0.57	7.40	1.09	8.64	1.51
4-25' Arches	4.28	0.27	5.72	0.52	6.64	0.73
5-25' Arches	3.50	0.14	4.67	0.28	5.41	0.38
6-25' Arches	3.02	0.08	4.00	0.15	4.64	0.21
7-25' Arches	2.69	0.05	3.56	0.09	4.08	0.12
8-25' Arches	2.42	0.03	3.20	0.05	3.66	0.07
3-28' Arches	5.00	0.44	6.69	0.83	7.80	1.18
4-28' Arches	3.82	0.19	5.10	0.37	5.92	0.52
5-28' Arches	3.16	0.10	4.19	0.18	4.86	0.26
6-28' Arches	2.76	0.05	3.64	0.10	4.20	0.14
7-28' Arches	2.46	0.03	3.23	0.05	3.70	0.07

The 2000 cfs. column is intended to represent the normal flow during the irrigation season. The 3000 cfs. is an estimate of a maximum summer flow that would occur during a maximum storage release if diversions

NOTED
P. M. STEPHENSON

upstream from Portland Avenue were closed. The 4000 cfs. column is our estimate of a reoccurrence of the November 27, 1909 flood with existing storage. The stages used in the calculations are listed beside the discharges. These are our estimates. We realize that the stage-discharge relationship at higher stages is influenced by the operation of the Tumalo diversion.

As to the interpretation of these figures, we feel that velocity rather than backwater would be the control. All things considered, we would not recommend a bridge at this site that would result in an average velocity of substantially over 4 feet per second for the 3000 cfs flood.

While we make no recommendation on corrugated metal arches on arch pipes at this site, we feel that any fair comparison of cost estimates between one of these systems and a reinforced concrete structure should be based on similar waterways and similar velocities.

Cost estimates furnished you up to this time are for 222' of bridge with 30-foot roadway and two 5-foot sidewalks. Some question was raised as to why the 222-foot length and if the bridge could be shortened to decrease costs. By interpolation a 180-foot bridge would have about a 4-foot per second velocity and on a linear foot basis would cost about $72,000. This is not a firm estimate but is given only to indicate approximate costs of a shorter structure. Fill and paving costs would necessarily increase. A structure shorter than 180 feet would not be recommended from the hydraulic standpoint and as was brought out in the meeting the 222 feet was a compromise with adjacent property owners.

The August bid opening is set for August 8 and it will be necessary to have definite decision by late April to meet this bid opening date. Please advise as to your desires as soon as possible.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM/mm

cc: Mr. P. M. Stephenson
Mr. R. E. Edgerton

MAR

RECEIVED
MAR 27 1962
FOR FILES

FORM E-20X—50M—11-61—40221

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1962

To: MEMO TO FILES:

SUBJECT: Proposed Portland Avenue Bridge
Bridge No. 7889
Deschutes River Bridge on
Century Drive
Bridge No. 3382A

By letter of March 5 Mr. Walter Thompson, City Manager of Bend, requested that I meet with the City Council to talk further on the proposed Deschutes River Bridge on Portland Avenue for the City of Bend. Because of unfavorable publicity on this bridge project and the fact that the newspapers had indicated a possible solution to the crossing using multiplate pipe arches or arched culvert type, I requested Roy Edgerton to accompany me on this trip. Previously and after reading the newspaper article, I had asked Mr. Edgerton to check into the hydraulics of the crossing to determine the number of pipes that we would recommend to carry the river flow.

Mr. Edgerton and myself met with the City Council at 4 P.M. on March 21. Present and representing the City of Bend were Mayor Dempsey, Mr. Rice, and Mr. Neilson; members of the Commission, and Walter Thompson, City Manager. Mr. John Aiken, City Engineer, was also present.

The first thing discussed at the meeting was the proposed Deschutes River Bridge Replacement on the Century Drive Secondary Highway. No objection was raised to the type of structure, and adjacent property owners had informed the Council previously that they were heartily in favor of the type of structure proposed. The Council, however, asked if planters faced with native stone could be incorporated in the structure at the four corners. I agreed to have sketches and estimates made of this work. After estimates have been made, a decision will be made as to their incorporation in the project.

In discussing the Portland Avenue Bridge, the Council were in agreement that the bridge structure was probably the most logical solution, however, because of the publicity raised as to the possibility of saving money by eliminating the bridge and using a culvert type installation, the Council directed Mr. Aiken, the City Engineer, to check into estimates for the culvert installation and report back to the Council. I informed the Council that I did not believe this to be a logical solution and believed that the bridge would be cheaper in overall costs and much more satisfactory from a service standpoint. The Council is to advise me as soon as possible, but not later than April 30 as to the type of crossing which they desire. It is their wish if the bridge is to be built to put it under

NOTED
P. M. STEPHENSON

contract at the August 8 meeting of the Highway Commission, and it will be necessary that we be advised by this April 30 date in order to prepare plans and specifications. The Council were very specific in requesting that no closure of Portland Avenue be made until after the new bridge on the Century Drive was open to traffic.

The Council requested that consideration be given to designing planters faced with native stone at the corners of the Portland Avenue Bridge, and I assured them that this would be incorporated in the bridge design if the decision is made to build the structure.

Ivan D. Merchant
Bridge Engineer

IDM/nm

cc: Mr. P. M. Stephenson
Mr. Roy Edgerton

RECEIVED
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. PHIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

103-43
6456

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 6, 1962

City of Bend
Water Department
City Hall
Bend, Oregon

Attention: Mr. John Eaton

Re: Deschutes River Bridge
Century Drive (Galveston Avenue)
Deschutes County
Bridge No. 3382A

Gentlemen:

Enclosed is a preliminary print of the above-named structure. You will note than on the typical cross section a 12-inch water line is shown. It is customary for the Utility to furnish the hangers or what equipment is required to fasten their pipe lines to the bridge, and the contractor to install them under the contract. It will be necessary for us to have the details of these fastenings and their locations in order that they may be shown on the drawings. Please prepare these drawings and submit them to us as soon as possible.

Very truly yours,

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

encs.

FWS:bjh

cc: G. S. Paxson
R. L. Porter
I. D. Merchant

RECEIVED
MAR
OFFICE
STATE HIGHWAY ENGINEER

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

109-4215

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 6, 1962

Cascade Natural Gas Company
2024 Main Street
Bend, Oregon

Attention: Mr. N. W. Hollamon

Re: Deschutes River Bridge
Century Drive (Galveston Avenue)
Deschutes County
Bridge No. 3382A

Gentlemen:

Enclosed is a preliminary print of the above-named structure. You will note that on the typical cross section a 6-inch gas line is shown. It is customary for the Utility to furnish the hangers or what equipment is required to fasten their pipe lines to the bridge, and the contractor to install them under the contract. It will be necessary for us to have the details of these fastenings and their locations in order that they may be shown on the drawings. Please prepare these drawings and submit them to us as soon as possible.

Very truly yours,

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

encs.

FWS:bjh

cc: G. S. Paxson
R. L. Porter
I. D. Merchant

RECEIVED
JAN 16 1962
FORM A 30X 5014 6-61 36692

FOR FILING
109-4215
6056

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1962

SUBJECT: Deschutes River Bridge #3382
Century Drive Sec. - M. P. 0.59

To: Ivan D. Merchant
Bridge Engineer

BUILDING

As per your request, attached hereto the following data on Deschutes River Bridge #3382, Century Drive, on State Secondary Highway #372, which is in the 1962 Contract Maintenance Budget for replacement of 6-23' spans, $40,000.00.

1 Cloth Vicinity Map and Profile
1 Roll Platted Crossections
1 Book Field Notes

H. W. Hughlett

H. W. Hughlett
State Bridge Superintendent

HWH:mo

Attach. -

cc: Tom Edwards
Dean Swift

RECEIVED
JAN 16 1962
BRIDGE
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

108-4215

6056

RECEIVED 1-8-62

JAN 1962

FOR FILE LOCATION PROSPECTUS

SECTION: Deschutes River Bridge

HIGHWAY: Century Drive (State Secondary No. 372) (Federal-aid Secondary No. 855)

COUNTY: Deschutes

TERMINI: Timber structure located at M.P. 0.59 approximately 0.03 mile westerly of Riverside Boulevard in the city of Bend.

LENGTH: 0.05 mile

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing timber structure on existing alignment. This project is in the 1962 Contract Bridge Maintenance Budget.

The existing bridge no. 3382 at M.P. 0.59 has an OAL of 138 feet with an H.C. of 27 feet, built in 1936.

The proposed structure will be constructed of reinforced concrete and have a horizontal clearance of sufficient width to accommodate the curb to curb width of the existing street sections. Provisions will be made for sidewalks on each side.

CHARACTERISTICS:	Existing	20 Years
ADT	4,500	6,500

TYPICAL SECTION: Easterly of the existing bridge, the city street section appears to be 36 feet curb to curb. Westerly of the bridge, the typical section is two 13-foot lanes with 2-foot shoulders. (Detail information is not available.

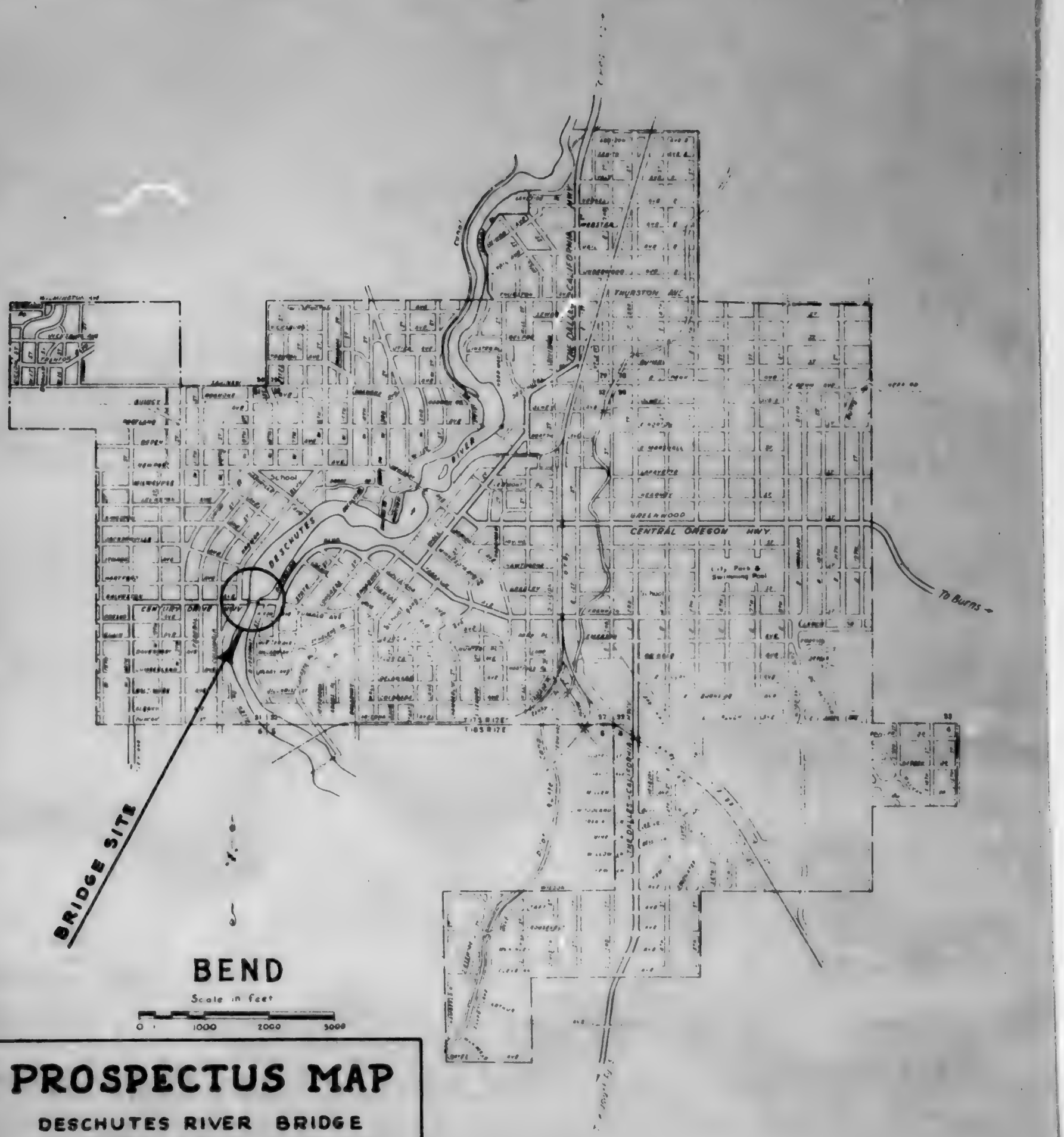
ACCESS: No changes

AGREEMENTS: Necessary with the City of Bend.

NOTED

PARKS: Structure crosses the Deschutes River southerly of the Bend City Park.

January 8, 1962
Attach.
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
I. A. DeFrance
F. D. Morgan
Dean Swift (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
R. C. Edgerton
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



PROSPECTUS MAP

DESCHUTES RIVER BRIDGE
CENTURY DRIVE HIGHWAY

DESCHUTES COUNTY

Scale As Shown Dec., 1961

RECEIVED
DEC 20 1961

FOR FILING
127-1315
6056

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1961

SUBJECT: Deschutes River Bridge
Century Drive Highway

To: Dean Swift
Division Engineer

BEND

In the "1962" Contract Bridge Maintenance Budget, we have the Deschutes River Bridge #3382, M. P. 0.59, Century Drive Secondary Highway #372, consisting of 6 - 23' pile trestle log spans with sidewalks for replacement by Contract.

This structure has been scheduled and placed for the April 11, 1962 letting.

In order to prepare plans, the Bridge Department has requested we have you submit a 3 line profile and vicinity map showing elevations, existing bent locations, and street and sidewalk widths. Also, send location of power poles that would require moving or relocating if poles are involved.

H.W. Hughlett

H. W. Hughlett
State Bridge Superintendent

HWH:mo

cc: I. A. DeFrance
Tom Edwards
Ivan Merchant

Noted

RECEIVED
DEC 21 1961
STATE HIGHWAY ENGINEER

10-8306 Canyonville-Wolf Cr. Rock Prod. 1962
Proj., Pacific Hwy.
#6057

RECEIVED
JUL 19 1962
FOR FILING
6057

July 19, 1962

Home Indemnity Co.,
American Bank Bldg.,
621 SW Morrison St.,
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6.57, awarded to Carte Bros. Co., for the Canyonville-Wolf Creek Rock Production Project on the Pacific Highway in Douglas-Josephine Counties.

This contract was completed on June 2, 1962, and was accepted by the Highway Commission on June 29, 1962. Final payment in the amount of $803.28 will be released to the contractor on or after July 26, 1962. The total contract amount is $26,850.49 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Carte Bros. Co.,
Route 1, Box 222
Myrtle Creek
Oregon

RECEIVED
JUN 25 1962
FOR FILING

6057

June 25, 1962

Home Indemnity Co.,
American Bank Bldg.,
621 SW Morrison St.,
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6057, awarded to Carte Bros. Co., for the Canyonville-Wolf Creek Rock Production Project on Pacific Highway in Douglas-Josephine Counties.

Semi-final payment in the amount of $14,426.41 will be released to the contractor on or after July 2, 1962. The retained percentage is $805.58.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Carte Bros. Co.,
Route 1, Box 222
Myrtle Creek
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 8, 19 62

Section Canyonville - Wolf Creek
Highway Pacific County Douglas & Josephine
Contractor Carte Brothers Company
Date of contract April 13, 19 62
Date work started April 19, 19 62
Project authorization . . . . . $ 30,262.50
Exclusive of engineering . . . . $ 28,110.50

Kind of work Rock Production
Section prefix 10-8306
Contract number 6057
Specified work days 50
Work days used 20
Per cent of time elapsed 40 %

[redacted] cost of completed project, exclusive of engineering . . . . . $ 26,852.79
[redacted] per cent [redacted] underrun . . . . . 4.5 %
Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization . . . . $ 2,152.00
Engineering cost to date $ 1,385.00, 64.4 %

Date project was completed June 2, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed work on this project on [redacted] Saturday of last week and completed removal of plant and equipment on Wednesday June 6th.

Field party remeasures the last stock piles and office force completes computations, prepares semi-final estimate and mails data to Division Office.

Second and third notification submitted.

FINAL REPORT

JUN 11 1962

NOTED
JOHN S. GRAY

Noted
M. N. Juve

Signed [signature]

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Form F-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 8, 19 62

Section Canyonville - Wolf Creek

Highway Pacific County Douglas & Josephine

Contractor Carte Brothers Company

Date of contract April 13, 19 62

Date work started April 19, 19 62

Project authorization . . . . . $ 30,262.50

Exclusive of engineering . . . . $ 28,110.50

Kind of work Rock Production

Section prefix 10-8306

Contract number 6057

Specified work days 50

Work days used 20

Per cent of time elapsed 40 %

[redacted] cost of completed project, exclusive of engineering . . . . . $ 26,852.79

[redacted] per cent [redacted] underrun . . . . . 4.5 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 2,152.00

Engineering cost to date $ 1,385.00, 64.4 %

Date project was completed June 2, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed work on this project on [redacted] Saturday of last week and completed removal of plant and equipment on Wednesday June 6th.

Field party remeasures the last stock piles and office force completes computations, prepares semi-final estimate and mails data to Division Office.

Second and third notification submitted.

FINAL REPORT

JUN 11 1962

NOTED
JOHN E. CHAMBERS

Noted
M. N. J...

Signed [signature]

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			21.74		
Miles partially completed			—		
Miles completed			—		
Total estimated quantities (contract)			10,000		
Total quantities corrected to date			9,949.07		
Estimated quantities moved or placed to date			9,949.07		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
MAY 3 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6021

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD T. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

Carte Bros. Co.,
Route 1, Box 222
Myrtle Creek
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6057, awarded April 13, 1962, for the Canyonville-Wolf Creek Rock Production Project on Pacific Highway in Douglas-Josephine Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 4 1962
COMMISSIONERS
FOR FILING

GLENN [illegible], Member
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
POWELL
FLOYD QUERY, Secretary
SALEM

6057

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
State Highway Engineer
G. S. PAXSON
Deputy State Hwy. Engr.
LEONARD I. LINDAS
Chief Counsel

May 3, 1962

Home Indemnity Co.,
American Bank Bldg.,
Portland 4
Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6057, awarded April 13, 1962, to Carte Bros. Co., for the Canyonville-Wolf Creek Rock Production Project on Pacific Highway in Douglas-Josephine Counties.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

cc: Carte Bros. Co.,
Route 1, Box 222
Myrtle Creek
Oregon

RECEIVED
APR 24 1962
FOR FILING

COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

2-X306
6057

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

O. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1962

Carle Bros. Cr.,
Route 1, Box 222
Myrtle Creek
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6057, awarded April 13, 1962, for the Canyonville-Wolf Creek Rock Production Project on Pacific Highway in Douglas-Josephine Counties.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 3, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: L. H. Young
L. R. Chandler
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
E. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 13, 1962

Hwy-92-L
6057

Carte Bros. Co.,
Route 1, Box 222
Myrtle Creek
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6057 for the following project:

Canyonville-Wolf Creek Rock Production Project on Pacific Highway in Douglas-Josephine Counties.

This award was based on your bid of $26,950.00 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dd

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

13-1044 Malheur Slough-Crane Sec., Burns-Crane Hwy. 1962

#6058

RECEIVED
SEP 21 1962
FOR FILING

September 19, 1962

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

On September 6, 1962, you were notified of the release of final payment on contract #6058, awarded to Warren Northwest, Inc., for paving the Malheur Slough-Crane Section of the Burns-Crane Highway in Harney County.

Final payment on this contract is $2,032.79 and the total contract amount is $67,759.56, including $761.79 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland 13
Oregon

RECEIVED
SEP 17 1962
FOR FILING

September 10, 1962

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Semi-final payment on Contract No. 6058, for paving on Malheur Slough-Crane Section of Burns-Crane Highway, Harney County, will be released to the contractor, Warren Northwest, Inc., on or after September 17, 1962.

This payment will be in the amount of $40,489.41 and reduces the retained percentage to $2,032.79.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

cc: Ward Cook-Rodgers Insurance Co., Inc.
603 Panama Building
Portland, Oregon

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

RECEIVED
SEP 6 1962
FOR FILING

6058

September 6, 1962

Federal Insurance Co.
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6058, awarded to Warren Northwest, Inc., for paving on the Malheur Slough-Crane Section of the Burns-Crane Highway, Harney County, was completed on August 13, 1962 and was accepted by the Highway Commission on September 5, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before September 13, 1962.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Ward Cook-Rodgers Insurance Co., Inc.
603 Panama Building
Portland, Oregon

RECEIVED
SEP 7 1962
FOR FILING

.6058

September 6, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 13 on Contract 6058. The contract was with Warren Northwest, Inc., and was for paving on the Malheur Slough-Crane Section of the Burns-Crane Highway in Harney County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective September 5, 1962, and that you concur in this procedure at the Commission meeting on September 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw hlb

RECEIVED
SEP 5 1962
FOR FILING
6647

Salem, Oregon
September 4, 1962

Acceptance of Contract

Mr. R. L. Foster
Assistant Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 6052 with Warren Northwest, Inc., for paving on the Malheur Slough-Crane Section of the Burns-Crane Highway in Harney County, completed August 13, 1962.

L. R. Young
Office Engineer

LRY:jb

cc: Floyd Avery
C. H. Nelson
F. D. Morgan

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

NOTED
R. L PORTER

For Week Ending August 24, 1962

Section Malheur Slough-Crane

Highway Burns-Crane County Harney

Contractor Warren Northwest, Inc.

Date of contract April 13, 1962

Date work started July 30, 1962

Project authorization $ 112,889.81
Exclusive of engineering $ 104,862.09

Engineering authorization $ 8,027.72

Engineering cost to date $ 4,900.00, 61 %

Kind of work Paving

Section prefix 13-1044-900

Contract number 6058

Specified work days 70

Work days used 50

Per cent of time elapsed 71 %

Estimated cost of completed project, exclusive of engineering . . . $ 100,578.87

Estimated per cent overrun or underrun . . . 4 %

Per cent of contract completed, based on estimated cost . . . 100 %

Date project was completed August 13, 1962, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate on this project wubmitted to Division Engineer on Thursday.

Five men of this unit on various leaves the past week.

Project completed. Final report.

AUG 2 - 1962

Signed R. C. Robinson

Address 252 South Date Avenue, Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					5.63
Miles partially completed					
Miles completed					5.63
Total estimated quantities (contract)					762 tons 13,600 tons
Total quantities corrected to date					676.70 tons 14,040.10 tons
Estimated quantities moved or placed to date					676.70 tons 14,040.10 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					0
Hours per shift					0
Average force on project for week					0
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
MAY 4 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6058

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 4, 1962

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6058, awarded April 13, 1962, to Warren Northwest, Inc., for paving the Malheur Slough-Crane Section of the Burns-Crane Highway in Harney County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland 15
Oregon

RECEIVED
MAY 3 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WEED
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD C. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

Warren Northwest, Inc.,
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6058, awarded April 13, 1962, for paving the Malheur Slough-Crane Section of the Burns-Crane Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 1962
FOR FILING
6058

WARD COOK-RODGERS INSURANCE CO., INC.

534 S. W. 3RD AVENUE • PORTLAND 4, OREGON
TELEPHONE: CA 2-4211 OR CA 8-8496

April 30, 1962

files

State of Oregon
State Highway Commission
Salem, 10, Oregon

RE: Warren Northwest, Inc.
Contract #6058
Malheur Slough-Crane Section of Burns-Crane Highway

Gentlemen:

We enclose herewith duplicate copies of the contract and bond for the above captioned subject, properly executed in accordance with instructions.

We trust this will meet with your approval, however if you should have any questions, please don't hesitate to advise.

Yours very truly,

WARD COOK-RODGERS INSURANCE CO., INC.

C. M. Burrows

C. M. Burrows

pb
Enc.

RECEIVED
MAY - 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1962

FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEN

6058

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PARSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1962

Warren Northwest, Inc.,
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6058, awarded April 13, 1962, for paving the Malheur Slough-Crane Section of the Burns-Crane Highway in Harney County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 3, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: L. H. Young
A. F. Person
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

6058

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
April 13, 1962

STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Warren Northwest, Inc.,
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, awarded to you State Highway Contract No. 6058 for the following project:

Paving on the Malheur Slough-Crane Section of the Burns-Crane Highway in Harney County.

This award was based on your bid of $69,902.50 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
DEC 11 1961
FOR FILING

12-4-61

ADDENDUM "A" TO LOCATION PROSPECTUS
MALHEUR SLOUGH-CRANE SECTION
BURNS-CRANE HIGHWAY
HARNEY COUNTY

The following addendum is submitted to correct and revise the above-mentioned section:

Paragraphs 1 through 7: Correct as per original prospectus.

Paragraph 8: Delete the first sentence and replace with "Asphaltic concrete overlay to a top width of 30 feet, which will accommodate two 11-foot lanes with 4-foot shoulders." The remainder of paragraph is correct as per original prospectus.

Paragraphs 9 through 15: Correct as per original prospectus.

Attachment: Change the typical section on the original prospectus to read 11-foot travel lanes.

December 4, 1961

cc Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright (3)
L. H. Young

RECEIVED

RECEIVED
NOV 30 1961

11-28-61

FOR FILING LOCATION PROSPECTUS

SECTION: Malheur Slough-Crane

HIGHWAY: Burns-Crane State Primary No. 24
Federal Aid Secondary No. 457

COUNTY: Harney

TERMINI: Westerly at M.P. 22.6 near the Malheur Slough Bridge.
Easterly at M.P. 28.23, junction of Burns-Crane and Crane-Scotts Butte Highways.

LENGTH: Existing facility - 5.63 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications, and estimates for minor widening and resurfacing on existing alignment. This project is on the 1962 State Construction Program.

CHARACTERISTICS:

ADT	1960-260	1980-440
Rise and Fall	48'	
Central Angle	47°10'	

TYPICAL SECTION: Asphaltic concrete overlay to a top width of 28 feet, which will accommodate two 10-foot lanes with 4-foot shoulders. The existing facility has a 20-foot oil mat travel way with 4-foot shoulders.

BASE DESIGN: 2 inches of asphaltic concrete overlay.

MATERIAL SOURCE: Local State and commercial.

ADDITIONAL FACILITIES: Interchanges - None.
Railroad Crossings - None.
Bridges - None.

ACCESS: No changes.

AGREEMENTS: None required.

STATE PARKS: None.

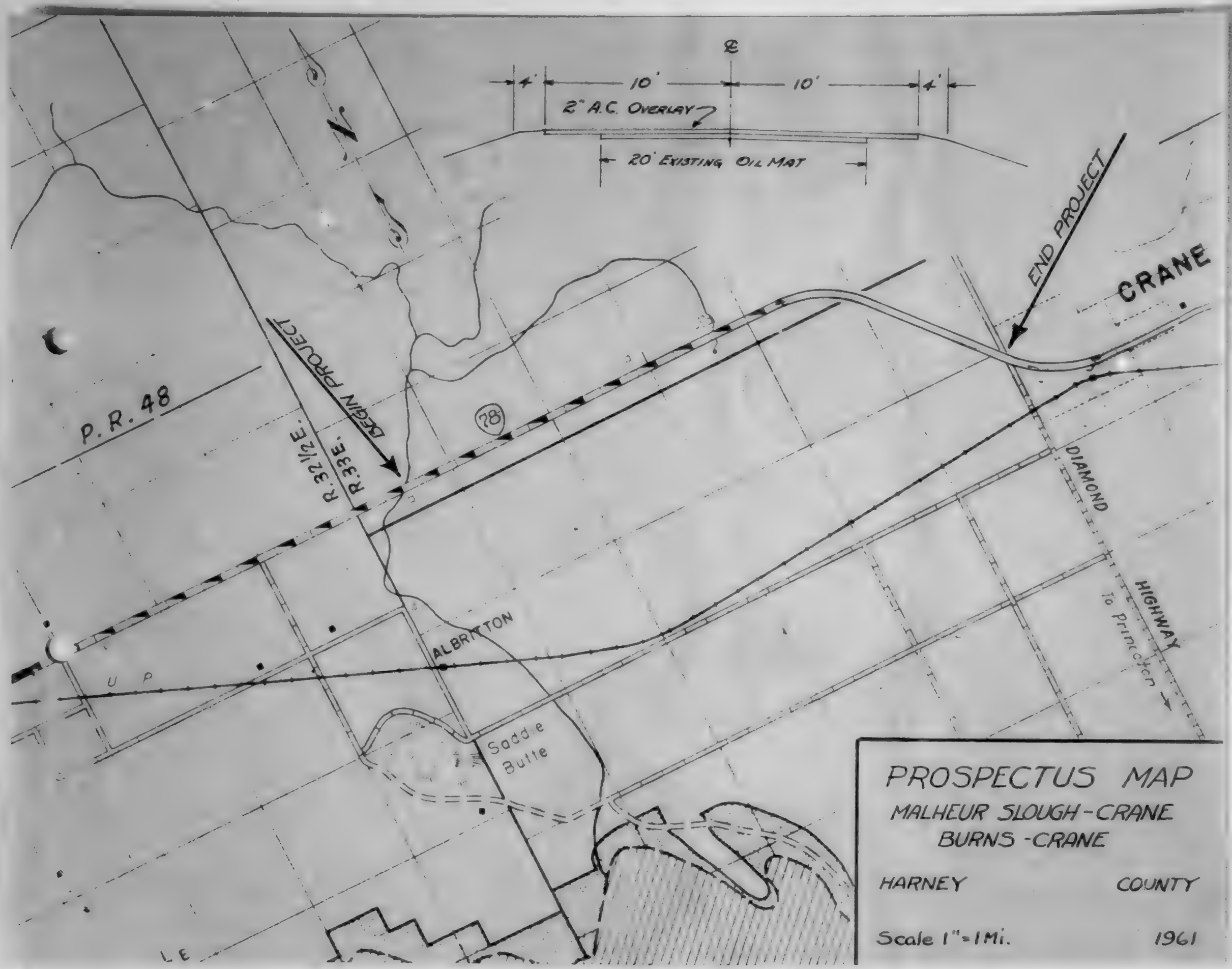
ROADSIDE REST AREAS: None.

RECEIVED
NOV 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

November 28, 1961

Attach.

cc W. C. Williams
Forrest Cooper ✓
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter Wright 3



PROSPECTUS MAP

MALHEUR SLOUGH - CRANE
BURNS - CRANE

HARNEY COUNTY

Scale 1" = 1 Mi. 1961

16-4205 Clean & paint struct. steel in 1962
Crooked River Br. near Terrebonne,
#6059 The Dalles-Calif. Hwy.

RECEIVED
JUL 27 1962
FOR FILING

6059

July 26, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6059, awarded to C. H. Savage Co., for maintennace painting the Crooked River Bridge on The Dalles-California Highway in Jefferson County

This contract was completed on June 20, 1962, and was accepted by the Highway Commission on June 29, 1962. Final payment in the amount of $9,400.41 will be released to the contractor on or after August 2, 1962. The total contract amount is $15,799.00 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: C. H. Savage Co.,
4126 SE Milwaukie Ave.,
Portland 2
Oregon

RECEIVED
JUN 26 1962
FOR FILING

D Cook

6059

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1962

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments

OFFICE

C. H. Savage & Company completed work on the Crooked River Bridge Painting project on The Dalles-California Highway in Jefferson County, Contract No. 6059, on June 20, 1962.

Will you please secure authority from the Commission to pay the final estimate on the job.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED ON [illegible]

NOTED
FLOYD QUERY

RECEIVED
MAY 24 1962
FOR FILING

D Cook

6059

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1962

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments

OFFICE

C. H. Savage Company began work on the Crooked River Bridge Painting project on The Dalles-California Highway in Jefferson County, Contract No. 6059, on April 30, 1962.

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAY 21 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6059

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PARSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 17, 1962

C. H. Savage Co.,
4126 SE Milwaukie Ave.,
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6059, awarded April 13, 1962, for maintenance painting the Crooked River Bridge on The Dalles-California Highway in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 17 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, Chairman
MEDFORD
KENNETH N. FRIDLEY, Member
BAKER
DAVID B. SIMPSON, Member
PORTLAND
FLOYD QUERY, Secretary
SALEM

6059

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 17, 1962

General Insurance Co. of America
—Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6059, awarded April 13, 1962, to C. H. Savage Co., for maintenance painting the Crooked River Bridge on The Dalles-California Highway in Jefferson County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
MAY 11 1962
FOR FILING

May 11, 1962

Mr. C. H. Savage
C. H. Savage Company
4126 S. E. Milwaukie Avenue
Portland 2, Oregon

Dear Sir:

Reference is made to your letter of May 3, 1962, concerning the contract which was awarded for the cleaning and painting of the structural steel on the Crooked River Bridge, Contract No. 6059.

Our investigation does not show that we are requiring anything other than that specified in the Special Provisions for this contract. We therefore have no basis upon which to negotiate any change order, nor have we any basis to waive forfeiture of the bid bond should the contract not be executed by your Company.

Under the instructions to bidders which accompanied the proposal, it is stated that the successful bidder shall execute and return to us the contract within ten days from receipt of the same. This has not been done and we must assume that you have elected not to enter into the contract, under which circumstance our only procedure is to proceed against the bid bond and to re-advertise the job.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper
Mr. Tom Edwards (with copy of C. H. Savage Co. letter)
Mr. I. D. Marchant " " " " "

5-22-62
Savage signed his content and returned it
on May 16, 1962

NOTED
FORREST COOPER

PAINTING - DECORATING - WATERPROOFING - SANDBLASTING

C. H. Savage Company

BELMONT 4-9541

PORTLAND 8, OREGON

May 3, 1962

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Forest Cooper

Re: Clean & Paint Structural Steel
Crooked River Bridge
The Dalles-California Highway
Contract No. 6059

Dear Sir:

Please be advised that we have started work on subject job and have found that the existing painted surfaces are in such a deteriorated condition that they will require practically a 100% sandblast cleaning to provide a firm base for repainting. Your bidding documents for the Bridge indicate a spot sandblast, and it was on this basis that we prepared our bid.

Because of the excessive anticipated cost, over and above our estimate, we feel that we should not be held to the contract documents which, incidentally, have not been processed and returned to the State Highway Commission. We hope that you will consider favorably one of the two courses of action which we feel are open to us:

1. That the State negotiate a change order authorizing us to proceed with the extra sandblasting work on a force account basis, with a maximum cost to the State to be determined.

2. If the former is not possible, then the forfeiture of our 5% Bid Bond be waived and the bids be readvertised, stating specifically that the Bridge should receive a 100% sandblast down to bare metal.

This matter has been discussed with Mr. Merchant, who advised us to submit the facts in writing to your office for consideration.

Oregon State Highway Commission

It might be mentioned that we presently have our plant and equipment set up on the job site and we are now in a position to do the extra work for considerably less money that if we re-bid at a later date.

In the meantime, we have stopped work on the project and await your decision as to what we should do. An early reply will be appreciated.

Very truly yours,

C. H. SAVAGE COMPANY

By: C. H. Savage

CHS/b
cc: Mr. Ivan D. Merchant
cc: Mr. E. G. Ricketts

RECEIVED
MAY - 4 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1962
FOR FILING

PAINTING - DECORATING - WATERPROOFING - SANDBLASTING

C. H. Savage Company

BELMONT 4-9541
[illegible] AVENUE PORTLAND 2, OREGON

1-4-605
6059

May 2, 1962

files

Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

Gentlemen:

Re: Contract No. 6059
Crooked River Bridge

We are returning herewith, two copies of the Contract and Bond for subject job; they have been fully and properly executed by our Company and our Surety.

Per your instructions, we are retaining the Contractor's copy for our file. Thank you.

Very truly yours,

C. H. SAVAGE COMPANY

By: [signature]

CHS/b
Encls.

tlc

RECEIVED
MAY 16 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 21 1962

FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6059

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HIGHWAY ENGINEER

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
April 24, 1962

C. H. Savage Co.,
4126 SE Milwaukie Ave.,
Portland
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6059, awarded April 13, 1962, for maintenance painting the Crooked River Bridge on The Dalles-California Highway in Jefferson County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 5, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

cc: L. H. Young
Dean Swift
Res. Engineer
Ivan D. Merchant

RECEIVED
APR 16 1962

FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

6059

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 13, 1962

C. H. Savage Co.,
4126 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6059 for the following project:

Cleaning and painting structural steel on the Crooked River Bridge on The Dalles-California Highway in Jefferson County.

This award was based on your bid of $15,799.00 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

18-1096 Chiloquin-Williamson River Sec., The Dalles-Calif. Hwy. 1962

#6060

RECEIVED
AUG 29 1962
FOR FILING
0060

August 29, 1962

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6060, awarded to Rogue River Paving Company, Inc., for paving the Chiloquin-Williamson River Section of The Dalles-California Highway, Klamath County, was completed on July 30, 1962 and accepted by the Highway Commission on August 27, 1962.

Final payment in the amount of $3,214.14 will be released to the contractor on or after September 6, 1962. The total contract amount is $76,443.25 including $792.42 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Rogue River Paving Co., Inc.
P. O. Box 948
Medford, Oregon

Forrest Cooper
R. L. Porter
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
AUG 29 1962
FOR FILING

6060

August 28, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed July 30 on Contract 6060. The contract was with Rogue River Paving Company, Inc., and was paving on the Chiloquin-Williamson River Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective August 27, 1962, and that you concur in this procedure at the Commission meeting on September 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw hlb

RECEIVED
AUG 20 1962
FOR FILING

6060

August 17, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on contract #6 60 for paving the Chiloquin-Williamson River Section of The Dalles-California Highway in Klamath County, will be released to the contractor, Rogue River Paving Co. Inc., on or after August 24, 1962.

This payment will be in the amount of $39,233.41 and reduces the retained percentage to $2,249.31.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Rogue River Paving Co. Inc.,
P. O. Box 942
Medford
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 4, 1962

Section Chiloquin-Williamson River — Kind of work Paving

Highway The Dalles-Calif. County Klamath — Section prefix 13-1096

Contractor Rogue River Paving Co., Inc. — Contract number 6060

Date of contract April 13, 1962 — Specified work days 75

Date work started May 23, 1962 — Work days used 54

Project authorization . . . . . $84,969.00 — Per cent of time elapsed 72.00 %
Exclusive of engineering $78,926.76

Estimated cost of completed project, exclusive of engineering $76,721.55

Estimated per cent overrun or underrun . . . . . 2.6 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $6042.24

Engineering cost to date $4362.44, 80.47 % — Date project was completed July 25, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
—	—	—	—	—	100	—

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate and supporting data for this project submitted to Division Office this week.

Work on this project complete.

NOTED
R. L PORTER

Completion Date: July 25, 1962

FINAL REPORT

CONSTRUCTION DIVISION
AUG 6 1962

NOTED

Noted

Signed Reed Merritt

Address P. O. Box 1090 Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					5.00
Miles partially completed					5.00
Miles completed					5.00
Total estimated quantities (contract)					9600 Tons
Total quantities corrected to date					9422.50 Tons
Estimated quantities moved or placed to date					9422.50 Tons
Average daily quantities					0 Tons
Average daily quantities necessary to complete project on time					0 Tons
Number shifts per day					0
Hours per shift					0
Average force on project for week					0

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ..... Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Pt. Cloudy		
Monday	Fair		
Tuesday	Fair		
Wednesday	Clear		
Thursday	Clear		
Friday	Cloudy		
Saturday			

RECEIVED
AUG 3 1962
FOR FILING
6:60

August 2, 1962

Malita's Motel & Cafe
Chiloquin
Oregon

Attention: Mrs. Augusto Northup

Dear Mrs. Northup:

This is to acknowledge receipt of your letter of July 25 requesting the name of the bonding company for the Pacific Paving Company, Inc., and stating that you are holding a N.S.F. check in the amount of $42.00 issued on the Pacific Paving Company, Inc., by Leroy E. Grote. You also advise that there is a balance due on room rent in the amount of $60.00.

Our Construction Division informs us that the Pacific Paving Company, Inc., also known as Cinder Hill Company, is producing rock as a subcontractor for the Rogue River Paving Co., Inc., Medford. This project, in which the Rogue River Paving Co., Inc., is the principal contractor, is State Highway Contract #6060 for paving the Chiloquin-Williamson River Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company, through Robert C. McCracken Insurance Agency, P. O. Box 601, Eugene, furnished the performance bond, which is given to assure completion of the contract and payment of bills incurred in it. This project was completed July 25, 1962, but has not yet been accepted by the State Highway Commission.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the Highway Commission. Attached are excerpts from the regon laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Yours very truly,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

AUGUSTE and LEONE NORTHUP — PHONE CHILOQUIN 783-2[illegible]

MELITA'S MOTEL & CAFE

28 Miles North of Klamath Falls on U. S. 97
CHILOQUIN, OREGON

July 25, 1962

Ore. State Dept. of Highways
Salem, Oregon

Dear Sirs:

Would it be possible for you to notify the bonding company for Pacific Paving Co. Inc. that Sirs holding one of the checks issued on the company by Mr. Leroy E. Grate for non-payment due to N.S.F. The check is for $43.00 and besides this there is a balance due on room rent of $60.00, making a total of $102.00 due me. since June 1, 1962

I would appreciate

AUGUSTE and LEONE NORTHUP PHONE CHILOQUIN 43

MELITA'S MOTEL & CAFE

28 Miles North of Klamath Falls on U. S. 97
CHILOQUIN, OREGON

any help you can
give me or advice
about how to collect
this past due bill.

Yours truly,
Mrs. Auguste Northup
Mgr.

RECEIVED
JUL 27 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 3 1962
FOR FILING
6060

August 2, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

A letter has been received from Melita's Motel & Cafe, Chiloquin, advising that they are holding a N.S.F. check in the amount of $42.00, issued on the Pacific Paving Company, Inc., by Leroy E. Grote. They also state that there is a balance due on room rent in the amount of $60.00.

This appears to be in connection with State Highway Contract No. 6060 with Rogue River Paving Co., Inc., prime contractor, for paving the Chiloquin-Williamson River Section of The Dalles-California Highway in Klamath County. Pacific Paving Company, Inc., also known as Cinder Hill Company, Prineville, is producing aggregate as a subcontractor.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

CC:
Robert C. McCracken Insurance Agency
P. O. Box 601
Eugene, Oregon

Rogue River Paving Co., Inc.
P. O. Box 942
Medford, Oregon

Pacific Paving Company, Inc.
1231 Ochoco Avenue
Prineville, Oregon
Attn: Mr. Leroy E. Grote

NOTED ON CARD
dc

Commissioners

Mr. Forrest Cooper

RECEIVED
FORM E-123
MAY 4 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 4, 1962

6060

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6060, awarded April 13, 1962, to Rogue River Paving Co. Inc., for paving the Chiloquin-Williamson River Section of The Dalles-California Highway in Klamath County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 7 1962
COMMISSIONERS
FOR FILING
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6060

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PARSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 4, 1962

Rogue River Paving Co. Inc.,
P. O. Box 942
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6060, awarded April 13, 1962, for paving the Chiloquin-Williamson River Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 24 1962
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH H. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEN

FORREST COOPER
STATE HIGHWAY ENGINEER

R. S. PARSON
DEPUTY STATE HWY. ENGR.

[redacted]
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 23, 1962

Rogue River Paving Co. Inc.,
P. O. Box 944
Medford
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6060, awarded April 13, 1962, for paving the Chiloquin-Williamson River Section of The Dalles-California Highway in Klamath County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 3, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Encl.

cc: L. H. Young
Dean Swift
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
[illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1076

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1962

Rogue River Paving Co. Inc.,
P. O. Box 942
Medford
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6060 for the following project:

Paving the Chiloquin-Williamson River Section of The Dalles-California Highway in Klamath County.

This award was based on your bid of $74,428.00 which was the low bid submitted to the Commission on April 11, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (BLAC)

119-1035	Blizzard Gap-Nevada State Line Sec., Adel-Nevada State Line Rd. (Warner Hwy.)	1962
#6061		

RECEIVED
DEC 19 1962
FOR FILING

December 18, 1962

Schaer's Machine and Welding
P. O. Box 670
Lakeview, Oregon

Gentlemen:

Your claim letter of December 10, addressed to the State Highway Engineer at Klamath Falls, has been referred to this office.

Your letter states that Reid Bros. Trucking (Subcontractor) owes you $102.86 for work on State Highway Winnemucca Road between Adel and the Nevada border.

This appears to be in connection with the Acme Construction Company Contract No. 6061 for stone base and oiling on the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake and Harney Counties. This contract was completed on September 24, 1962, and accepted by the Highway Commission on October 12, 1962.

The United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, furnished the bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. This action will protect your claim under the bond as it will be filed with the Secretary of State within the six months' period after the contract has been accepted by the State Highway Commission.

In the interim, this information will be noted in our records and we will advise the surety and the contractor of the receipt of your claim letter.

Very truly yours,

NOTED ON CARD
dc

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: W. N. Hackleman
Resident Engineer

December 18, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: Mr. W. I. Atkins

Gentlemen:

We have received a claim letter dated December 10 from Scheer's Machine and Welding, Lakeview, stating that Reid Bros. Trucking (Subcontractor) owes them for repair work on the State Highway Winnemucca Road between Adel and the Nevada border.

This appears to be in reference to the Acme Construction Company Contract No. 6061 for stone base and oiling on the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake and Harney Counties.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy for your record.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc: Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Acme Const. Company
Box 715
Redmond, Washington

NOTED ON CARD
dc

Commissioners

CWH:fkn

FORM E-20 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1962

To: Mr. Floyd Query
Secretary
OFFICE

SUBJECT: Unpaid Bill
Blizzard Gap-Nevada State Line
Lake County

Attached is a letter from Schaer's Machine and Welding Service of Lakeview, Oregon, regarding an unpaid bill on the Blizzard Gap-Nevada State Line Contract 6061.

Will you kindly take the necessary action.

F. D. Morgan
Construction Engineer

by Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:db

Attach.

cc: Dean Swift
W. H. Hackleman

Cc, please handle
F.D.

RECEIVED
DEC 18 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

To Mr. Edwin Ross DATE 12-13-62

Herewith Find letter from Scheer's Machine and Welding service of Lakeview, Oregon requesting aid in collecting an account for services against Reid Brothers Trucking Concern.

SIGNED

PLEASE REPLY HERE

To DATE

The Reid Brothers were employed by Acme Construction Co. (owned by Acme's Payroll) to haul materials in connection with the work on Contract No. 6061; Stone Base Billing, Bigford Gap - Nevada State Line, Hotel - Nevada State Line Road.

W. H. Hall

SIGNED

NOTE: DIVIDE ALONG PERFORATION. CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE IDENTICAL WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

RECEIVED
DEC 14 1962
OREGON
STATE HIGHWAY COMMISSION

December 10, 1962

Oregon State Highway Dept.
State Highway Engineer
Klamath Falls, Oregon

Contract #6061

Dear Sir;

Our company did repair work for Reid Bros. Trucking who were sub-contracting work ~~xxexx~~ on the State Highway Winamucca Road between Adel and the Nevada border.

We have been unable to collect our August account from this firm in the amount of $ 102.86. We have gone so far as to state we will turn the account over for collection but so far no response..

We are asking you for any assistance you can give us in collecting this account.

The Reid bros. were sub-contracting under the Acme Construction Company, who were granted the contract on the Winamucca Road.

Would appreciate hearing from you as to what procedure we should follow in order to collect this account.

Sincerely yours,

David T. Schaer

David T. Schaer, owner
Schaer's Machine and Welding
P. O. Box 670
Lakeview, Oregon

RECEIVED
DEC 18 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 21 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 18, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim letter dated December 10, 1962, received from Schaer's Machine and Welding, Lakeview, stating that Reid Bros. Trucking (Subcontractor) owes them $102.86.

From the description in this letter, this appears to be in reference to the Acme Construction Company Contract No. 6061 for stone base and oiling on the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake and Harney Counties.

The United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

File # 3989

FILED
DEC 19 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 20 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 19 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 5 1962
FOR FILING

6061

December 4, 1962

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On October 17, 1962, you were notified of the release of final payment on Contract No. 6061, awarded to Acme Construction Company, for stone base and oiling on the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake and Harney Counties.

Final payment on this contract is $12,289.94 and the total contract amount is $410,240.69, including $575.89 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Acme Construction Company
Box 715
Redmond, Washington

Mr. C. H. Maison

RECEIVED
NOV 29 1962
FOR FILING
6061

November 28, 1962

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Wn.

Gentlemen:

In our letter of November 19 you were notified that after November 27, 1962, semi-final payment in the sum of $2,456.42 would be released to the contractor, Acme Construction Co., on Contract No. 6061 for stone base and oiling the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake and Harney Counties, and that the retained percentage would be $12,050..5.

Subsequently additional items were approved for payment and a supplementary semi-final payment in the amount of $7,753.32 will be paid to the contractor after December 5, 1962. The amount of retained percentage will be adjusted to $12,289.94.

No claims for labor or material have been filed with us.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
United Pacific Insurance Co.
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

Acme Construction Co.
Box 715
Redmond, Wn.

Mr. C. H. Maison

CWH:fp

RECEIVED
NOV 19 1962
FOR FILING

November 19 1962

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on contract #6061 for stone-base-oiling on the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Rd. in Lake-Harney Counties will be released to the Contractor, Acme Construction Co. after November 27, 1962.

This payment will be in the amount of $2456.42, and the amount of retained percentage will be adjusted to $12,050.15.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc: Acme Const. Co.
Box 715
Redmond, Washington

RECEIVED
NOV 15 1962
FOR FILING

November 14, 1962

United Pacific Insurance Company
415 Southwest Tenth Avenue
Portland 5, Oregon

Attention: Mr. Wesley C. Thompson
Bond Manager

Gentlemen:

This is in reply to your letter of October 31 concerning the payment status on several Acme Construction Company contracts.

The information which you requested on these contracts is as follows:

Contract No. 6061
August Estimate $116,523.56 ------ Retainage, None
Date of Warrant: October 3, 1962
September Estimate $16,092.65 ------ Retainage, None
Date of Warrant: October 29, 1962
Estimate cut-off date: 5th of each month

Contract No. 6068
August Estimate $42,195.82 ------- Retainage $4,688.20
Date of Warrant: October 4, 1962
September Estimate $25,505.98 ------ Retainage $2,798.55
Date of Warrant: November 1, 1962
Estimate cut-off date: 10th of each month

Contract No. 6119
August Estimate $22,448.65 ------- Retainage $2,494.30
Date of Warrant: October 3, 1962
September Estimate $63,876.45 ------ Retainage $6,796.11
Date of Warrant: November 9, 1962
Estimate cut-off date: 5th of each month

In Divisions I, IV, and V the estimate cut-off date is the 5th of each month, and in Divisions II and III the estimate cut-off date is the 10th of each month.

We hope this will give you the necessary information in checking the contractor's Financial Statement.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

Portland Branch • 415 Southwest Tenth Avenue • Portland 5, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

October 31, 1962

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

Re: Acme Construction Co. - Redmond, Washington
O.S.H.C. Contract No. 6061
O.S.H.C. Contract No. 6064
O.S.H.C. Contract No. 6119

Dear Floyd:

Because of the type of information I am looking for, I am doing this by letter rather than our usual inquiry form. We have a September 30, 1962 financial statement on the captioned construction firm and the three contracts shown in caption are shown in this statement as estimates, but from the information I get from the agent the figures given are actually for work performed in August rather than September, so in order to clarify the situation and be able to give Acme full credit for all monies due them, I would be most appreciative if you could give us certain information.

I will list the amounts shown and then, Floyd, if you could it would be of great help to us, give us the amounts of money due Acme for August work and the date on which this money was paid. Also include in this, although as a separate item, the amount of retention, and then if you would do the same for September work. As I understand it, the estimate date or cut-off date is somewhere between the 1st and 5th of the month, which would indicate to me that on August work the estimate would have been dated somewhere around September 5, which would further indicate to me that if true, then that money for the earned estimates would have been paid prior to September 30, but perhaps I am in error in this assumption. Any clarification you

United Pacific Insurance Group

can possibly give us regarding the foregoing will be certainly appreciated. If I have not made myself too clear and it would not be too much of an imposition, please call me collect at the number shown on the letterhead and I will attempt to further clarify it.

My sincere thanks for your help.

The amounts shown on the financial statement are:

Contract No. 6061. . . . . $116,294.15

Contract No. 6064. . . . . $ 42,193.82

Contract No. 6119. . . . . $ 22,448.65

Very truly yours

Wes

Wesley C. Thompson
Bond Manager

WCT: jm

6061 = Div. 4 (5th)

6064 = Div. 2 (10th)

6119 = Div 1 & 2 (5th)

Divisions
1-4-5
5th

Divisions
2-3
10th

#6061
Aug. Est. $116,523.56 — Retainage, None
Date of Warrant Oct. 3, 1962
Sept. Est. 16,092.65 — Retainage, None
Date of Warrant Oct. 29, 1962
Est. cut off date: 5th of each month

#6064
Aug. Est. $42,195.82 — Ret. $4,688.20
Date of Warrant Oct. 4, 1962
Sept. Est. 25,505.98 — Ret. $2,778.55
Date of Warrant Nov. 1, 1962

#6119 Aug. Est. $22,448.65 — Ret. $2,494.30
Date of Warrant Oct. 3, 1962
Sept. Est. 63,828.75 — Ret. $6,796.11
Date of Warrant Nov. 9, 1962

RECEIVED
NOV - 1 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD
11-8-62

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 9, 19 62

Section Blizzard Gap–Nevada State Line

Kind of work Stone Base and Oiling

Highway Adel–Nevada State Line Road County Lake & Harney

Section prefix 119–1035

Contractor Acme Construction Co.

Contract number 6061

Date of contract April 13, 19 62

Specified work days 85

Date work started May 1, 19 62

Work days used 83

Project authorization $416,035.13
Exclusive of engineering $386,450.41

Per cent of time elapsed 97 %

Estimated cost of completed project, exclusive of engineering $409,305.97

Estimated per cent overrun or ~~underrun~~ . . . . . 5.9 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $29,584.72

Engineering cost to date $24,700.00, 83.5 %

Date project was completed September 24, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This contract has been completed.

The semi-final estimate is being submitted to the Division office on this date.

NOTED
R. L. PORTER

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 13 1962
NOTED
CE ACE ACE CCE

Signed W. H. Hockleman

Address P. O. Box 948, Lakeview, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		21.51		21.51	
Miles partially completed		21.51		21.51	
Miles completed		21.51		21.51	
Total estimated quantities (contract)		151,000 CY		1,400 T	
Total quantities corrected to date		152,386 CY		1,548.64 T	
Estimated quantities moved or placed to date		152,386 CY		1,548.64 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Rain		
Saturday			

RECEIVED
OCT 22 1962
FOR FILING

6061

October 17, 1962

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Wn.

Gentlemen:

Release of $16,092.65 on Contract No. 6061 on or after October 24, 1962, will be made to Acme Construction Co. for stone base and oiling on the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake and Harney Counties.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,974.18.

No claims for labor or material have been filed with us.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

CC:
Acme Construction Co.
Box 715
Redmond, Wn.

CWH:fp

RECEIVED
OCT 22 1962
FOR FILING

October 17, 1962

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6061, awarded to Acme Construction Company, for stone base and oiling on Blizzard Gap-Nevada State Line Section of Adel-Nevada State Line Road in Lake and Harney Counties, was completed September 24, 1962, and was accepted by the Highway Commission on October 12, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before October 24, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jme

cc: Acme Construction Co.
Box 715
Redmond, Washington

R. L. Porter
L. H. Young
C. H. Maison

RECEIVED
OCT 17 1962
FOR FILING

6661

October 16, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed September 24 on Contract 6061. The contract was with Acme Construction Company and was for stone base and oiling on the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake and Harney Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 12, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw hlb

Surety letter written
10/17/62

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1962

SUBJECT: Acceptance of Contract

To: Mr. R. L. Porter
Assistant Highway Engineer

OFFICE

All work on the following contracts is satisfactorily completed. They are ready for acceptance by the State Highway Commission:

✓ Contract No. 5768 with Roy L. Houck Sons Corporation for grading and structures on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, completed August 4, 1962.

✓ Contract No. 6061 with Acme Construction Co. for stone base and oiling on the Diamond Lake-Nevada State Line Section of the Mail-Nevada State Line Road in Lake and Harney Counties, completed September 24, 1962.

✓ Contract No. 6127 with Wildish Construction Co. for grading and paving on the Creswell (Mill St.) City Street Section in Lane County, completed September 27, 1962.

L. H. Young
Office Engineer

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
P 17 19[illegible]

TELEPHONE:
WHITEHALL 7-2196

THEODORE R. CONN
ATTORNEY-AT-LAW
620 NORTH FIRST STREET
LAKEVIEW, OREGON

MAILING ADDRESS:
POST OFFICE BOX 851

117-1635

6061

September 10, 1962

Acme Construction Co.
Redmond
Washington

Gentlemen:

This letter is to inform you that your sub-contractor, Reid Bros. Trucking Company, has a balance with us in the amount of $1,217.47.

This account was contracted by the Reid Bros. Trucking Company while they were working for you on State Highway Contract 6061-Blizzard Gap Nevada line section.

At the time of incurring the bill Daron Diesel Service and Supply informed the contractor that they could not extend credit beyond 30 days. Your sub-contractor assured us that their payment would be forthcoming, but have only paid $400.00 upon the account reducing it to its present balance. This was paid at the time Reid Bros. left, but they assured us that they could not pay the balance because you had not paid them, and they promised to pay the balance by September 1. We have not heard further from them and we want to advise you that there is outstanding this obligation on the highway contract account.

A copy of this letter is going forward to the Oregon State Highway Commission so that they may be advised of this delinquency.

Very truly yours,

C/s
Theodore R. Conn

cc:
Oregon State Highway
Commission

NOTED
FLOYD QUERY

RECEIVED
SEP 1[illegible] 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1962

SUBJECT: Blizzard Gap-Nevada State Line Section

To: MEMO TO THE FILES

Dean Swift called today and stated that he expected all the oiling work on this project to be completed on Friday, August 31. The sight posts and other incidental work will follow in an orderly manner so that the project will be entirely complete prior to the Commission trip on September 21.

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: Forrest Cooper
R. L. Porter
Victor Wolfe
Dean Swift

NOTED

RECEIVED
AUG 3 1962
FORM E-30 BOM 6-61 36681
FOR FILING

6061

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1962

SUBJECT: Completion of Warner Secondary Highway
Contract 6061

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Division Engineer Swift informs us that due to breakdowns of contract equipment this project will not be completed on August 15, as was anticipated. Our best estimate of a new completion date is now August 31, 1962.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: Dean Swift

RECEIVED
AUG 2 1962
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1962

6061.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1962

To: Mr. C. H. Maison
Auditor

SUBJECT:
Billing of Lake County Construction Obligations - Adel-Nevada State Line Section of the Warner Secondary Hwy.

Building

About a year ago the State Highway Commission in Lake County entered into an agreement for the construction of this section of the highway with the provision that Lake County would either construct or pay for the construction of certain items. Mr. Dean Swift, Division Engineer, has advised me that the following items have been constructed by the State and either have been or should be billed to the County. The Department does not wish to transfer the right of way until such time as the County has paid for all items that we have constructed.

I would appreciate it if your office could advise me when the County has paid for the following items constructed by the State:

(1) Five painted stock guards constructed under Contract No. 5941 or 6061, four of which, I understand, the County has been billed for and one of which remains to be constructed.

(2) Headgates in the amount of $2,550.00 which were constructed under Contract No. 5819 or 5541, and as far as I know the County has not been billed.

(3) I also understand that irrigation ditches and canals were constructed under Contracts No. 5819 and 5541 and the amounts have not yet been billed to Lake County.

(4) There is also the matter of seeding of cut slopes and borrow by the State, and I understand that we have completed work on 15 miles of this but still have to seed on the remaining 22 miles.

I would appreciate being advised when all of the above items have been billed and collected from Lake County so that the transfer of right of way may be consummated.

G. E. ROHDE
Assistant Counsel

JLS:jw

original back to Rodde. 9-24-62

MOVED
R. L. PORTER

RECEIVED
MAY 3 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6061

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 2, 1962

Acme Construction Co.,
Box 715
Redmond
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6061, awarded April 13, 1962, for stone base-oiling the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake-Harney Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 3 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

1161

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 2, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6061, awarded April 13, 1962, for stone base-oiling the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake-Harney Counties. Acme Const. Co., is the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
APR 24 1962

FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6061

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 23, 1962

Acme Construction Co.,
Box 715
Redmond
Washington

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6061, awarded April 13, 1962, for stone base-oiling the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake-Harney Counties.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 3, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

PS: Just a reminder to have your signature read the same as your name is given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
Dean Swift
Res. Agent
Frank Morgan

RECEIVED
APR 16 1962

FOR FILING

COMMISSIONERS
M. F. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

111-1-33

6061

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
April 13, 1962

Acme Construction Co.,
Box 715
Redmond
Washington

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6061 for the following project:

Stone base and oiling the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road (Warner Highway) in Lake-Harney Counties.

This award was based on your bid of $366,659.00 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

de

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
DEC 29 1961
FOR FILING

December 28, 1961

Oregon State Highway Commission

Gentlemen:

Using rental equipment and State forces, the Warner Secondary Highway (Winnemucca-to-the-Lee) grading was recently completed from a point about 1½ miles easterly of Lee to the Nevada State Line.

I have not had an opportunity to inspect this project but am told that we now have an excellent roadbed for the entire distance with only a few short sections of substandard grade. The roadway will, of course, be soft and muddy during wet weather or when snow is melting and will be dusty when dry. This is the only remaining unsurfaced section on this entire route.

While funds are not available for a full-scale surfacing and paving job, I believe that an acceptable surfacing can be constructed using native materials covered by an oil mat which has been estimated to cost $70,000. At a later date, additional surfacing will probably be required. In order to close this gap, which will make for a cut- and dust-free, safe road, I recommend that you approve a project as noted above as a part of our 1962 State Construction Budget.

The matter will be on the agenda for your consideration at the January 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fh

cc Mr. Floyd Query
Mr. G. S. Paxson
Mr. R. L. Porter

OREGON STATE HIGHWAY DEPARTMENT

TABULATION

SHEET ..... OF ..... SHEETS

Oregon / Calif. State Line – Klamath Falls
Klamath Falls-Lake Co. Line
Lake County

Quantity Summary & Cost Estimate

Item		Unit	Est.	Alter.	Total	Price	Amt.
Preparation of Subgrade		Mile	21.5	—	21.5	600.00	12,900
Select Roadbed	Topping	Cu.Yd.	124,902	12,880	137,782	1.35	185,499
Preparation of Base		Mile	21.5	—	21.5	400.00	8,600
3/4"-0 Material in	Binder	Cu.Yd.	2,119	212	2,331	4.50	10,490
MC-2 Asphalt in	Binder	Ton	880	88	968	56.00	54,824
Furnish & Place	Aggregate	Cu.Yd.	12,185	1,219	13,404	4.50	60,318
150-200 Asphalt		Ton	600	60	660	54.00	35,640
Emulsified Asphalt		Ton	366	37	403	56.00	22,568
							390,819
	+ 20% Engineering & Contg.						78,164
					Total		468,983
Extra 2½"-0 Material		Ton	36,326	3,633	39,959	2.00	78,918
3" Headed	+ 20% Engineering & Contg.						15,984
							95,902
	Total including extra 2½"-0						564,885

RECEIVED
OCT 5 1961

FOR FILING

119+105

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 2, 1961

SUBJECT: Blizzard Gap-Nevada State Line
Warner Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

I hand you herewith three prints of a straightline chart delineating a proposed project on the subject-named section. Also attached is an estimate of cost for improving this road; said improvement to be comparable to that on the contract construction presently under way from Adel to Blizzard Gap, Contract No. 5941. The estimate for doing this work is $460,000.

The Division has stated that all of these materials sources shown on the straightline chart are on public lands and can be readily obtained for our use.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Attach.

cc R. L. Porter

Bring us Dec. 28

RECEIVED
OCT 2 1961
STATE HIGHWAY ENGINEER

BLIZZARD GAP-NEVADA STATE LINE
ADEL-NEVADA STATE LINE ROAD
LAKE COUNTY

Quantity Summary and Cost Estimate 9-29-61

Item	Unit	Net	Allow	Total	Price	Amount
Select Roadbed Topping	Cu. Yd.	124,902	12,490	137,392	$ 1.35	$185,479
Preparation of Base	Mile	21.5	- - - -	21.5	400.00	8,600
3/4"-0 Material in Binder	Cu. Yd.	1,060	106	1,166	5.00	5,830
MC-2 Asphalt in Binder	Ton	890	89	979	56.00	54,824
Furnish and Place Aggregates	Cu. Yd.	12,185	1,219	13,404	5.00	67,020
150-200 Asphalt	Ton	600	60	660	54.00	35,640
RC-3 Asphalt	Ton	409	41	450	56.00	25,200
			Subtotal			$382,593
			20% Engineering & Contingencies			76,519
			TOTAL			$459,112

ADEL
Co. Road to Plush North
& Fort Bidwell South

Deep Cr.

Canal

Canal

20 Mile Reservoir

Grasser Cr.

27 | 28.2 | 29.65 | 30 | 30.7 | 31.4 | 32.7 | 33.1 | 35 | 35.1

Blizzard Gap Summit
Elev. 6122

Begin Project

Unable to find quarry in this are

40 | 43.5 | MP43.8

Daugherty Rim Summit
Elev. 5240

Quarry
Plate Rock

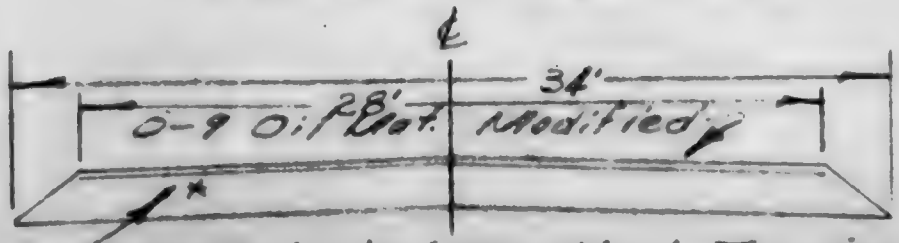
Quarry
Grid Roll

Quarry
Grid Roll

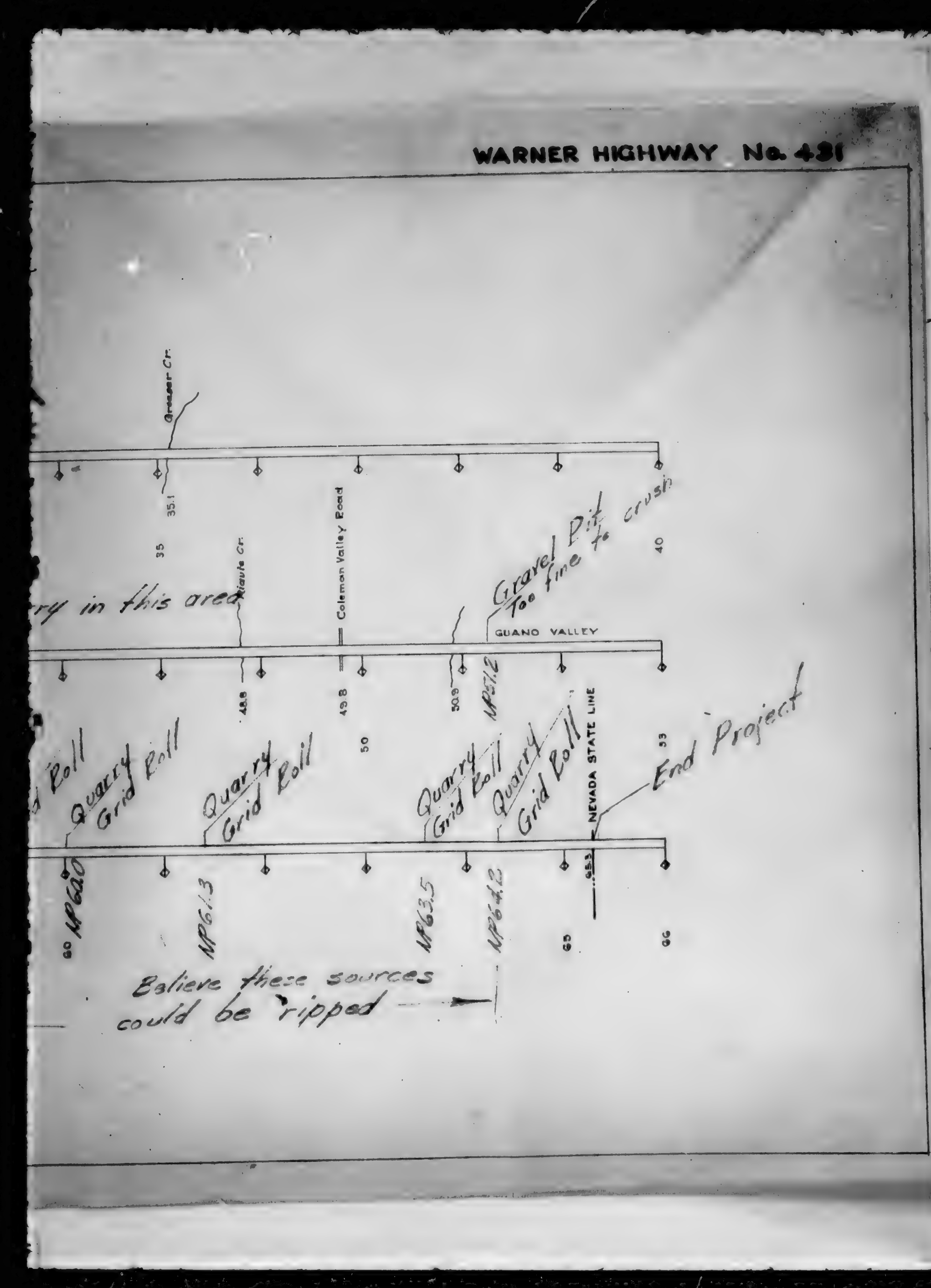
53 | 53.4 | 55 | 56.3 | MP56.6 | MP58.1 | 60 | MP60.0 | MP61.3

Believe
could

TYPICAL SECTION



WARNER HIGHWAY No. 431



BLIZZARD GAP-NEVADA STATE LINE
ADEL-NEVADA STATE LINE ROAD
LAKE COUNTY

Quantity Summary and Cost Estimate 9-29-61

Item	Unit	Net	Allow	Total	Price	Amount
Select Roadbed Topping	Cu. Yd.	124,902	12,490	137,392	$ 1.35	$185,479
Preparation of Base	Mile	21.5	- - - -	21.5	400.00	8,600
3/4"-0 Material in Binder	Cu. Yd.	1,060	106	1,166	5.00	5,830
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Furnish and Place Aggregates	Cu. Yd.	12,185	1,219	13,404	5.00	67,020
150-200 Asphalt	Ton	600	60	660	54.00	35,640
RC-3 Asphalt	Ton	409	41	450	56.00	25,200
			Subtotal			$382,593
			20% Engineering & Contingencies			76,519
			TOTAL			$459,112

ADEL
Co. Road to Plush North
& Fort Bidwell South

Deep Cr.

Canal

Canal

20 Mile Reservoir

Greaser Cr.

27 | 28.2 | 29.65 | 30 | 30.7 | 31.4 | 32.7 | 33.1 | 35 | 35.1

Begin Project

Unable to find quarry in this area

* Blizzard Gap Summit
Elev. 6122

* Daugherty Rim Summit
Elev. 6240

40 | 43.5 | MP43.8

Quarry
Plate Rock

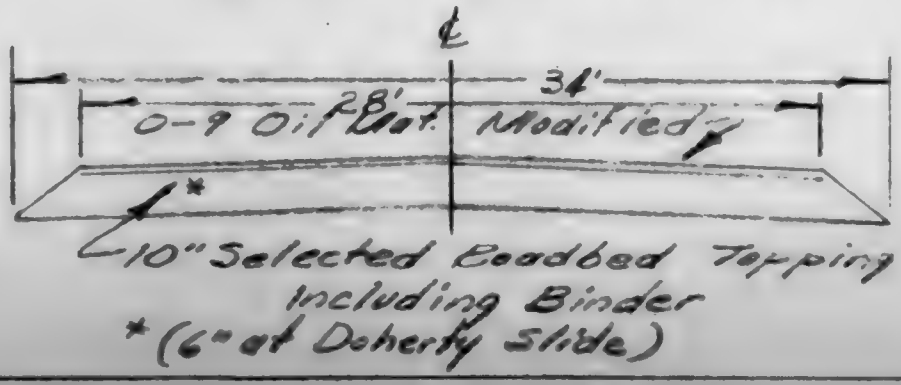
Quarry
Grid Roll

Quarry
Grid Roll

53 | 53.4 | 55 | 56.3 | MP56.6 | MP59.1 | 60 | MP60.0 | MP61.3

Believe could be

TYPICAL SECTION



WARNER HIGHWAY No. 431

Greaser Cr.

35.1

35

Piauta Cr.

Coleman Valley Road

Gravel Pit
Too fine to crush

40

...y in this area

GUANO VALLEY

48.8

49.8

50.9

MP 51.2

Roll

Quarry
Grid Roll

Quarry
Grid Roll

50

Quarry
Grid Roll

Quarry
Grid Roll

NEVADA STATE LINE

End Project

53

60

MP 60.0

MP 61.3

MP 63.5

MP 64.2

65.3

65

66

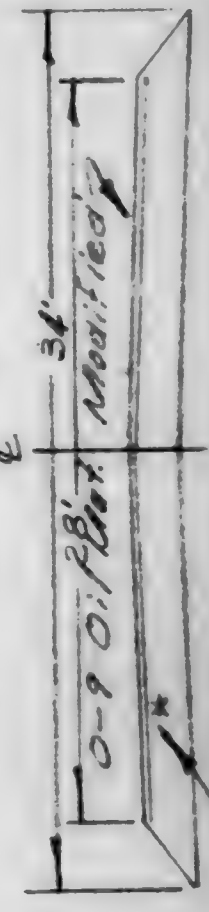
Believe these sources
could be ripped

BLIZZARD GAP-NEVADA STATE LINE
ADEL-NEVADA STATE LINE ROAD
LAKE COUNTY

Quantity Summary and Cost Estimate 9-29-61

Item	Unit	Net	Allow	Total	Price	Amount
Select Roadbed Topping	Cu. Yd.	124,902	12,490	137,392	$ 1.35	$185,479
Preparation of Base	Mile	21.5	- - - -	21.5	400.00	8,600
3/4"-0 Material in Binder	Cu. Yd.	1,060	106	1,166	5.00	5,830
MC-2 Asphalt in Binder	Ton	890	89	979	56.00	54,824
Furnish and Place Aggregates	Cu. Yd.	12,185	1,219	13,404	5.00	67,020
150-200 Asphalt	Ton	600	60	660	54.00	35,640
RC-3 Asphalt	Ton	409	41	450	56.00	25,200
			Subtotal			$382,593
			20% Engineering & Contingencies			76,519
			TOTAL			$459,112

TYPICAL SECTION



MP59.1

MP61.3

Begin Project

MP56.6

MP60.0

MP43.8

Quarry Point Loop

Quarry Point Loop

Begin Project

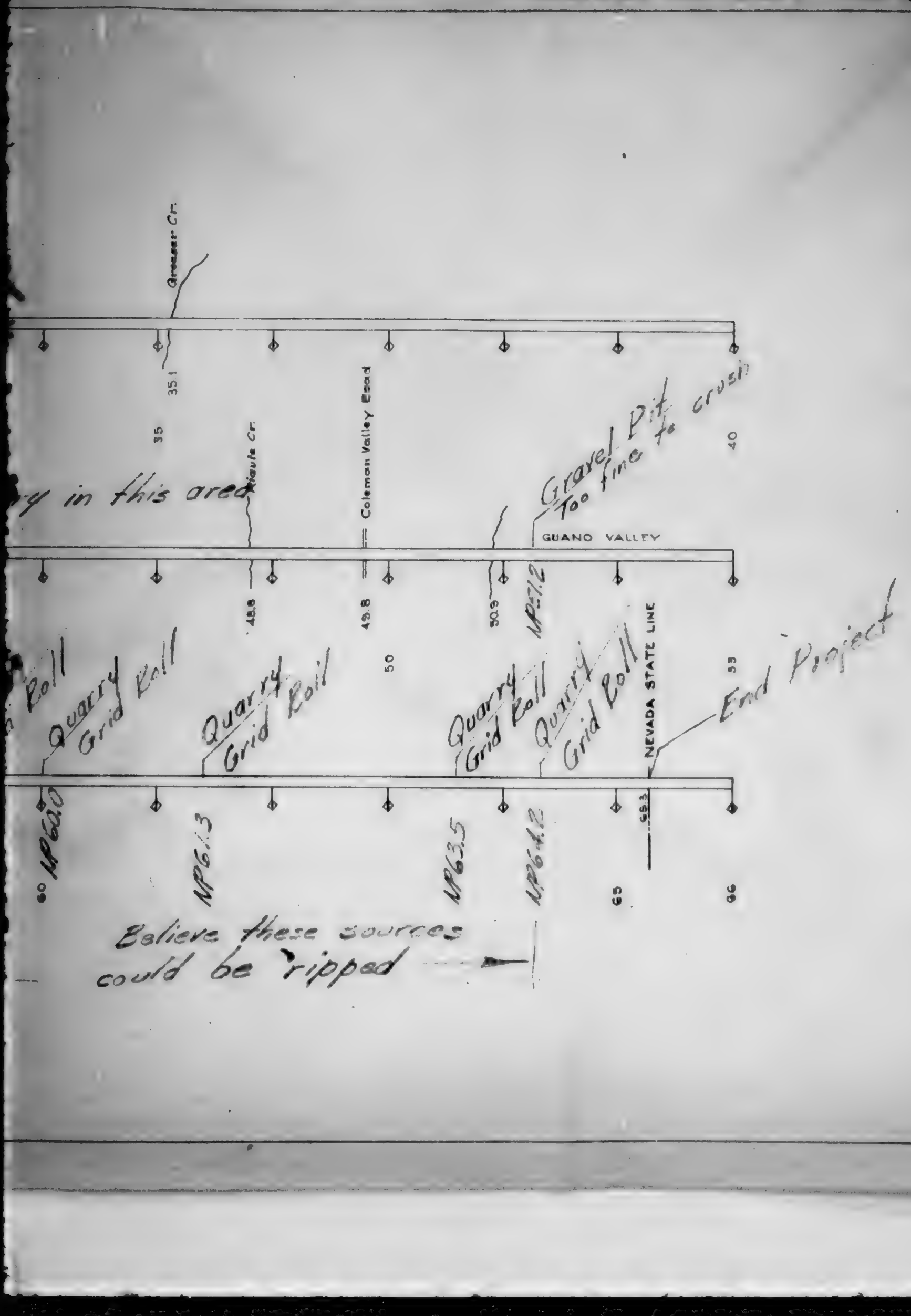
Dillard Creek

Douglas Creek

Douglas Creek

Douglas

WARNER HIGHWAY No. 431



Salem, Oregon
September 7, 1961

Mr. Tom Edwards
Construction Engineer
O F F I C E

In connection with the Minnemucca Road, I suggest that you assemble what information you have re talus or gravel pits. Please furnish me with sufficient data so that determination can be made as to some temporary surfacing. Also, I would appreciate having an estimate for crushing and placing on the road approximately 20 yards to the station of 3/4-0 rock.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

20-1084 Glenwood Sec., McKenzie Hwy. 1962
east of Eugene
#6062

RECEIVED
JUL 10 1962
FOR FILING
6062

July 9, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract 16062, awarded to Eugene Road & Driveway Co., for paving the Glenwood Section of the McKenzie Highway in Lane County.

This contract was completed on June 11, 1962 and was accepted by the Highway Commission on June 29, 1962. Final payment in the amount of $503.08 will be released to the contractor on or after July 16, 1962. The total contract amount is $16,853.62, of which amount $84.39 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Eugene Road & Driveway Co.,
P. O. Box 347
Eugene
Oregon

RECEIVED
JUN 26 1962
FOR FILING
6062.

June 26, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6062, awarded to Eugene Road & Driveway Co., for paving the Glenwood Section of McKenzie Highway in Lane County.

Semi-final payment in the amount of $5,104.10 will be released to the contractor on or after July 3, 1962. The retained percentage is $503.08.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Eugene Road & Driveway Co.,
P. O. Box 347
Eugene
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

No. 8

For Week Ending June 15, 1962

Section Glenwood

Highway McKenzie County Lane

Contractor Eugene Road & Driveway Co.

Date of contract April 13, 1962

Date work started April 17, 1962

Project authorization $22,408.88
Exclusive of engineering $20,815.36

Kind of work Paving

Section prefix 20-1084

Contract number 6062

Specified work days 30

Work days used 21

Per cent of time elapsed 69 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 21,052.67

Estimated per cent overrun or underrun . . . . . Over - run . . . 3.9 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,593.52

Engineering cost to date $ 2,240.45, 140.6 %

Date project was completed June 11, 1962

ESTIMATED PER CENT COMPLETE

~~Curb~~ Curb and Island Removal	~~Island~~	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100		100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Job completed Monday June 11th when Contract or cleaned up fill at North end of job to our satisfaction.

Semi-final transmitted to Roseburg Tuesday June 12th.

Last Weekly report on this project.

N... D
R... L... T

CONSTRUCTION DIVISION
RECEIVED
JUN 18 1962
NOTED A B C D
CE ACE COE

Noted
M. N. ...e

NOTED

Signed

Address 2191 E 15th Ave. Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Traffic Markers

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~X~~ ~~X~~ ~~X~~ ~~X~~	PAVING
Miles in project	0.89			0.89	0.89
Miles partially completed	-			-	-
Miles completed	0.89			0.89	0.89
Total estimated quantities (contract)	170 cy	200 cy		2500 ft.	920 tons
Total quantities corrected to date	257 cy	151 cy		2076 ft.	1094 tons
Estimated quantities moved or placed to date	257 cy	151 cy		2076 ft.	1094 tons
Average daily quantities	0	0		0	0
Average daily quantities necessary to complete project on time	0 now complete				
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	1				
Men	1				
Supervision	0				
Men and trucks under 3 tons	0				
Men and trucks over 3 tons	0				
Men and tractors	0				

Equipment used during week: Shovels none, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Hot		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Cloudy-warm		
Friday	Fair		
Saturday			

RECEIVED
MAY 4 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6062

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 4, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6062, awarded April 13, 1962, to Eugene Road & Driveway Co., for paving the Glenwood Section of the McKenzie Highway in Lane County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 4 1962
FOR FILING

FORM 6-183

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 4, 1962

6062

Eugene Road & Driveway Co.,
P. O. Box 347
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6062, awarded April 13, 1962, for paving the Glenwood Section of the McKenzie Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 1962
INSURANCE COMPANY
PACIFIC DEPARTMENT
FOR FILING

VICTOR S. RISLEY COMPANY
INSURANCE AND BONDS
BOARD OF TRADE BUILDING
TELEPHONE: CAPITOL 8-9301
PORTLAND 4, OREGON

CAPITAL STOCK Standard protection SURETY INSURANCE

May 2, 1962

6062

files

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: United Pacific Insurance Company
Bond No. 116091

Dear Mr. Query:

We have executed the captioned bond in connection with Oregon State Highway Contract No. 6062, Paving Glenwood Section of McKenzie Highway in Lane County, dated April 13, 1962, in the amount of $14,969.00, Eugene Road & Driveway Co., Contractor.

We are returning herewith, two copies of the contract including bond, and trust you will find all documents executed in accordance with your instructions.

Yours very truly,

Victor S. Risley

VSR:ch
Enc.
cc: Eugene Road & Driveway Co.
P.O. Box 347
Eugene, Oregon

lc

RECEIVED
MAY - 3 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 23 1962
COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
April 20, 1962

Eugene Road & Driveway Co.,
P. O. Box 347
Eugene
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6062, awarded April 13, 1962, for paving the Glenwood Section of the McKenzie Highway in Lane County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 2, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

cc: L. H. Young
L. R. Chandler
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD T. LINDAS
CHIEF COUNSEL

April 13, 1962

Eugene Road & Driveway Co.,
P. O. Box 347
Eugene
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, awarded to you State Highway Contract No. 6062 for the following project:

Paving the Glenwood Section of the McKenzie Highway in Lane County.

This award was based on your bid of $14,969.00 which was the low bid submitted to the Commission on April 11, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

20-1085 Dorris Park-Silver Creek Sec., 1962
McKenzie Hwy.
#6063

RECEIVED
SEP 5 1962
FOR FILING

September 4, 1962

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6063 awarded to Wildish Construction Co., for grading and paving Dorris Park-Silver Creek Section of the McKenzie Highway in Lane County, was completed July 11, 1962 and accepted on August 9, 1962.

Final payment in the amount of $3,552.48 will be released to the contractor on or after September 11, 1962. The total contract amount is $121,504.07 including $3,088.12 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rm

cc - Wildish Construction Co.
P.O. Box 1106
Eugene, Oregon

RECEIVED
AUG 20 1962
FOR FILING

6062

August 20, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on contract #6063 for grading-paving the Dorris Park-Silver Creek Section of the McKenzie Highway in Lane County, will be released to the contractor, Wildish Const. Co., on or after August 27, 1962.

This payment will be in the amount of $6,461.53 and reduces the retained percentage to $3,552.48.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Wildish Const. Co.,
P. O. Box 1176
Eugene
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21, 1962

Section Norris Park-Silver Creek — Kind of work Grading & Paving

Highway McKenzie — County Lane — Section prefix 20-1085

Contractor Willich Construction Co. — Contract number 6063

Date of contract April 13, 1962 — Specified work days 90

Date work started April 16, 1962 — Work days used 43

Project authorization . . . . . $139,558.22 — Per cent of time elapsed 47.78 %
Exclusive of engineering $129,631.00

Estimated cost of completed project, exclusive of engineering $121,527.23

Estimated per cent overrun or underrun . . . . . 6.25 %

Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization $8,221.11

Engineering cost to date $5,310.90, 53.51 % — Date project was completed July 11, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	100	-	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Mr. L. R. Chandler, Division Engineer, made his final inspection of the project on July 17, 1962.

This will be the last weekly report.

CONSTRUCTION DIVISION
JUL 23 1962
RECEIVED

Signed H. E. Mayfield

Address 2141 E. 15th Ave. Eugene Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.55	4.55			4.55
Miles partially completed					
Miles completed	4.55	4.55			4.55
Total estimated quantities (contract)	12,803.00	5,700 cy			12,400 ton
Total quantities corrected to date	13,766.11	6,286 cy			11,396.45
Estimated quantities moved or placed to date	"	"			"
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day	0	0			0
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
MAY 1 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6063

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 4, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6063, awarded April 13, 1962, to Wildish Const. Co., for grading-paving the Dorris Park-Silver Creek Section of the McKenzie Highway in Lane County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: **United Pacific Insurance Co.,**
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 3 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

6063

Wildish Const. Co.,
P. O. Box 1106
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6063, awarded April 13, 1962, for grading-paving the Dorris Park-Silver Creek Section of the McKenzie Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 24 1962
FOR FILING

COMMISSIONERS
P. E. McIVER, Chairman
PORTLAND
KENNETH N. FRIDLEY, Member
WASCO
GLENN L. JACKSON, Member
MEDFORD

FLOYD QUERY, Secretary
SALEM

6063

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 23, 1962

FOREST GROVE
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Hildish Const. Co.,
P. O. Box 1186
Eugene
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6063, awarded April 13, 1962, for grading-paving the Derrie Park-Silver Creek Section of the McKenzie Highway in Lane County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 3, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: L. H. Young
L. R. Chandler
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 13, 1962

6063

Wildish Construction Co.,
P. O. Box 1106
Eugene
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6063 for the following project:

Grading-paving the Dorris Park-Silver Creek Section of the McKenzie Highway in Lane County.

This award was based on your bid of $122,101.75 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

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DEC 12 1961
FOR FILING

12-6-61

RECEIVED
1961
STATE HIGHWAY ENGINEER

LOCATION PROSPECTUS

SECTION: 20-1085

HIGHWAY: 6-63

Dorris Park-Silver Creek

McKenzie - State Primary No. 15, Federal Aid Primary No. 5

COUNTY: Lane

TERMINI: The westerly end of the project is at M.P. 28.95, which is 0.27 mile west of the entrance to Ben and Kay Dorris State Park. The easterly end of the project is at M.P. 33.50, which point is 1.61 miles west of Nimrod.

LENGTH: 4.55 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications, and estimates for minor widening and resurfacing on existing alignment. Routine soils work will be conducted. There are no special drainage problems known to exist. This project is in the 1962 State Construction Budget.

CHARACTERISTICS:

	Present	Projected
ADT	1,400	3,100
Maximum Grade	4.1%	
Maximum Curvature	10°	
Rise and Fall	260'	
Central Angle	321°20'	

TYPICAL SECTION: 22-foot traveled way with 4-foot shoulders. The existing facility has a maximum of 20 feet of bituminous surface.

BASE DESIGN: Two inches of asphaltic concrete overlay to a top width of 30 feet on existing facility.

MATERIAL SOURCES: Local, State and commercial.

ADDTIONAL FACILITIES: Interchanges - None.
Railroad crossings - None.
Bridges - None, existing RCBC and pipes to be utilized.

AGREEMENTS: None required.

ACCESS: No changes.

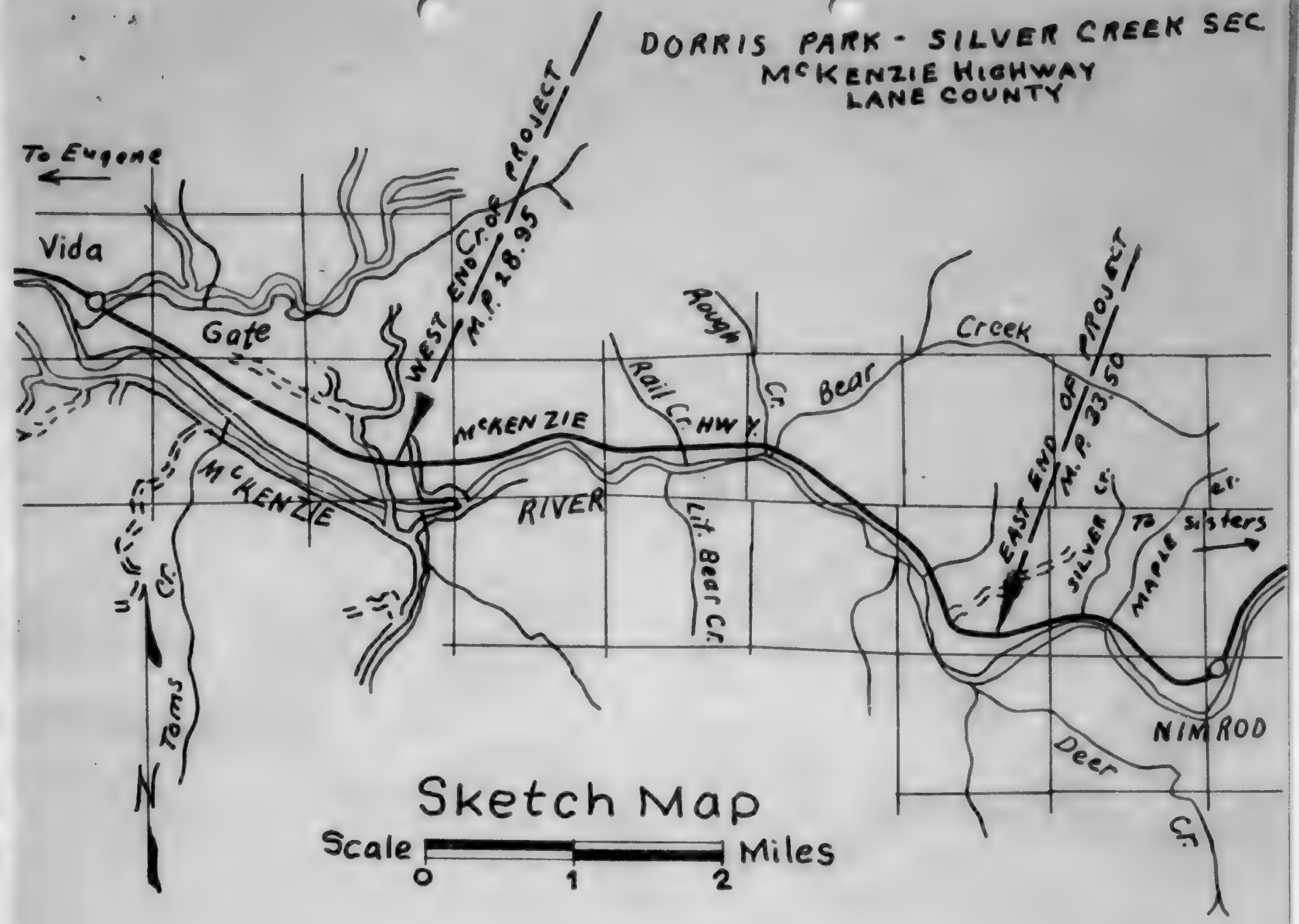
STATE PARKS: The highway passes through Ben and Kay Dorris State Park; approaches to park will be paved.

December 6, 1961

Attach.

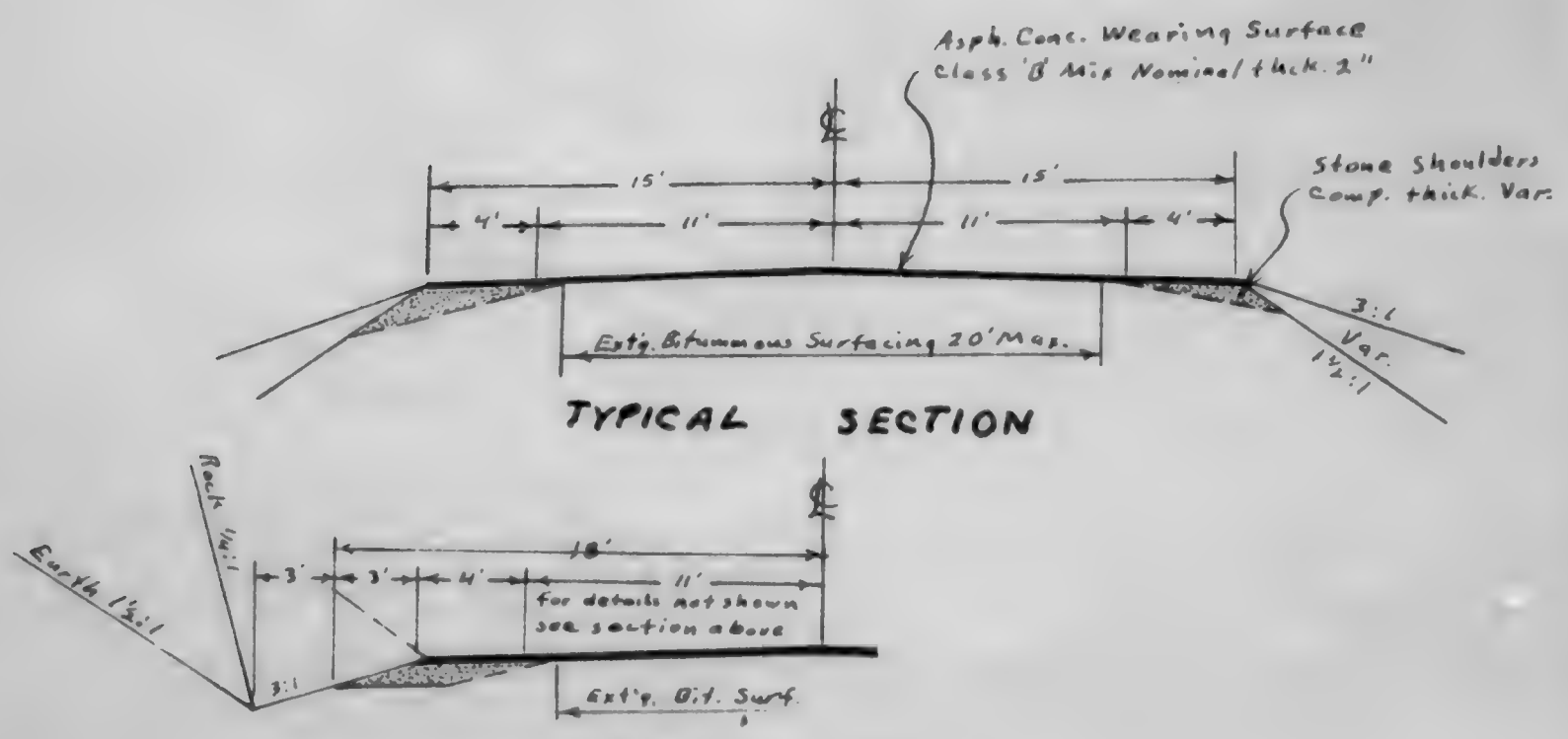
cc Forrest Cooper ✓
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan (3)
Mark Astrup
G. K. Attig
D. J. Barbee
Frank Hall (2)
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Val P. Johnson
Ivan D. Merchant 3
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright 3
L. H. Young

DORRIS PARK - SILVER CREEK SEC.
McKENZIE HIGHWAY
LANE COUNTY



Sketch Map

Scale 0 1 2 Miles



TYPICAL SECTION

WIDENING SECTION

S-204(10) South Unit, Siletz-Toledo 1964
Sec., Siletz Hwy.
#6064

STATE COPY

RECEIVED
AUG 20 1965
8-124
FILING

Monthly transaction number	FORM PR-2A (8-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: S-204(10) 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Lincoln
		Project number: S-204(10)

6064

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 17, 1962, is hereby modified as follows:

Revised estimated total cost of project $ 618,232.00

Revised Federal funds $ 387,178.30

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2 day of August, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ A. W. Parsons
(Division Engineer)

By: _____
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

RECEIVED
MAY 22 1962

Print 6064

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING

FORM R-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Lincoln

PROJECT NO.: S-204(10)

PROJECT REPORT NO.
5

6667

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 229 Siletz to Corvallis-Newport Hwy. Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-62	4.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 585,864.00	$ 368,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Fuller

Asst State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer May 17, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

May 14, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the South Unit, Siletz-Toledo Section, Project No. S-204(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:jb

May 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the South Unit, Siletz-Toledo Section, Project No. S-204(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-204(10)

SOUTH UNIT, SILETZ-TOLEDO SECTION OF
THE SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 2, 1962

Type Code (620)
Roadway (Sta. 277+00 to Sta. 489+70) (Contract 6064)

Clearing and Grubbing	All Required			$ 29,000.00
Drainage Excavation, Unclassified	1,270	cu. yds.	$ 2.00	2,540.00
General Excavation, Unclassified	216,800	cu. yds.	0.35	75,880.00
Short Overhaul	502,000	yd. sta.	0.01	5,020.00
Long Overhaul	16,800	C-yd. sta.	0.35	5,880.00
Finishing Roadbed and Slopes	3.98	miles	500.00	1,990.00
Rounding Cutbanks	4,700	lin. ft.	0.20	940.00
18-inch Corrugated Metal Pipe	100	lin. ft.	4.50	450.00
48-inch Corrugated Metal Pipe	120	lin. ft.	17.50	2,100.00
8-inch Concrete Pipe	130	lin. ft.	2.00	260.00
12-inch Concrete Pipe	480	lin. ft.	2.75	1,320.00
18-inch Concrete Pipe	1,930	lin. ft.	5.50	10,615.00
24-inch Concrete Pipe	420	lin. ft.	7.50	3,150.00
6-inch Perforated Metal Drain Pipe, Uncoated	170	lin. ft.	1.75	297.50
6-inch Perforated Rigid-Type Drain Pipe	560	lin. ft.	2.00	1,120.00
Special Backfill in Drains	100	cu. yds.	5.00	500.00
Class "A" Concrete in Box Culverts	110	cu. yds.	60.00	6,600.00
Metal Reinforcement in Box Culverts	15,600	lbs.	0.15	2,340.00
Metal Guard Rail	1,400	lin. ft.	2.50	3,500.00
Guide Post, M-1	180	only	6.50	1,170.00
Type 1 Fence	460	rods	6.00	2,760.00
16' x 48" Metal Gates	6	only	100.00	600.00
Coarse Crushed Material in Base	74,300	tons	2.15	159,745.00
3/4" - 0 Material in Base	12,500	tons	2.15	26,875.00
Sprinkling	1,600	M-gals.	2.00	3,200.00
Preparation of Base	3.98	miles	200.00	796.00
3/4" - 0 Material in Binder Course	450	cu. yds.	4.50	2,025.00
MC-250 Asphalt	70	tons	48.00	3,360.00
Class "F" Asphaltic Concrete	12,400	tons	8.60	106,640.00
Extra for Paving Approaches	42	only	25.00	1,050.00
				$461,723.50
Flagging (57½% of Contractor's Cost)	All Required			$ 2,000.00
Seeding and Mulching	All Required			3,450.00
Signing (Temporary)	All Required			200.00
Slide Removal	All Required			5,000.00
Tractor and Dozer	All Required			600.00
				$ 11,200.00

Utility Work

Pacific N. W. Bell Telephone Co.	All Required	$ 1,500.00
Lincoln County P.U.D.	All Required	6,500.00
		$ 8,000.00
	Subtotal	$481,003.30
	10% Engr. & Cont.	48,099.70
	Total	$529,103.00

Type Code X060
Depot Creek Bridge (Br. #9048) (Sta. 404+12.50 to Sta. 404+87.50) (Contract 6064)

Furnish Treated Timber Piling	1,300	lin. ft.	$ 1.40	$ 1,820.00
Drive Timber Piles	26	only	60.00	1,560.00
Class "A" Concrete	All Required	(34%)		1,530.00
3' x 20' - 25' Prestressed Slabs	11	only	285.00	3,135.00
3' x 25' - 30' Prestressed Slabs	22	only	325.00	7,150.00
Metal Reinforcement	All Required	(33%)		293.70
Treated Timber in Place	4	M-FBM	350.00	1,400.00
				$ 16,288.70

Type Code X060
Depot Slough Bridge (Br. #9049) (Sta. 456+18.50 to Sta. 456+81.56) (Contract 6064)

Furnish Treated Timber Piling	1,820	lin. ft.	$ 1.40	$ 2,548.00
Drive Timber Piles	26	only	60.00	1,560.00
Class "A" Concrete	All Required	(28%)		1,260.00
3' x 20' - 25' Prestressed Slabs	33	only	285.00	9,405.00
Metal Reinforcement	All Required	(30%)		267.00
Treated Timber in Place	3.6	M-FBM	350.00	1,260.00
				$ 16,300.00

Type Code X060
Depot Slough Bridge (Br. #9050) (Sta. 483+33 to Sta. 484+17) (Contract 6064)

Furnish Treated Timber Piling	1,820	lin. ft.	$ 1.40	$ 2,548.00
Drive Timber Piles	26	only	60.00	1,560.00
Class "A" Concrete	All Required	(38%)		1,720.00
3' x 25' - 30' Prestressed Slabs	33	only	325.00	10,725.00
Metal Reinforcement	All Required	(37%)		329.30
Treated Timber in Place	4.4	M-FBM	350.00	1,540.00
				$ 18,412.30
	Subtotal			$ 51,601.00
	10% Engr. & Cont.			5,160.00
	Total			$ 56,761.00

Length of Roadway	3.975 Miles
Length of 3 Structures	0.042 Mile
Total Length	4.017 Miles
Cost of Roadway Per Mile	$133,107.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$529,103.00	$333,000.00	$196,103.00
Structures	56,761.00	35,000.00	21,761.00
	$585,864.00	$368,000.00	$217,864.00

State Funds for Count: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939.

FORM S-122X 50M 8-65

COMMISSIONERS
GLENN JACKSON, Chairman
MEDFORD
KENNETH M. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND

RECEIVED
JUL 29 1965

S-204(10)
6064

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for each of the following Federal-aid projects:

S-204(10)	S. Unit, Siletz-Toledo Section
ERFO-120(2)	Reedsport-Loon Lake Road Section
ERFO-162(1)	Ft. Klamath-Klamath Agency Section

NOTED
F. B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb
cc: F. B. Klaboe
C. H. Maison

RECEIVED
JUL 29 1965
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
FEB 5 - 1965
FOR FILING

February 5, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $3,622.70 will be made to Acme Construction Company on Contract No. 6064 for grading, paving, and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $546,620.95, including the post-final payment. Of the total $4,738.54 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Acme Construction Company
P. O. Box 9684
Portland 11, Oregon

C. H. Maison
Attn: John Herr

P1

Date: 2/3/65

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No 6064, Est. No 20 Post Final, Date: To 7/10/64, Amt. $3622.70

Contractor Acme Construction Co.

Totals to date:	Paid to contractor	$ 546,620.95
	Amount of force account	$ 4,758.54
	Amount of retained percentage	$

A J. Kahen
Claims Section
Accounting Division

10/64

RECEIVED
JAN 25 1965
FOR FILING

January 21, 1965

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On November 4, 1964 we wrote to you concerning release of final payment on Contract No. 6064, awarded to Acme Construction Company, for grading, paving, and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

Final payment on this contract is $15,960.10 and the total contract amount is $542,998.25, including $4,758.54 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

rg

cc: Acme Construction Company
P. O. Box 9684
Portland 11, Oregon

cc: C. H. Maison
Attn.: John Herr

Date: 1/19/65

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 6064, Est. No. 19-Final, Date: To 7/10/64, Amt. $ 15,960.10

Contractor Acme Construction Co.

Totals to date:	Paid to contractor	$ 542,998.25
	Amount of force account	$ 4,758.54
	Amount of retained percentage	$

AIC

Claims Section
Accounting Division

10/64

RECEIVED
DEC 2 - 1964
FOR FILING
6064

December 2, 1964

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on Contract No. 6064 for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County, will be released to the contractor, Acme Construction Co., immediately.

This payment of $9,651.36 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $16,158.65.

You have previously been notified of claims filed against this contract, of which the major portion have been settled.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Acme Construction Company
P. O. Box 9684
Portland 11, Oregon

C. H. Maison
Attn: John Herr

Date: 12-1-64

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 6064, Est. No. 18 Semi-final, Date: 7/16/64, Amt. $ 9651.36

Contractor Penne Construction Company

Totals to date: Paid to contractor $

Amount of force account $

3% → Amount of retained percentage $ 16,158.65

Claims Section
Accounting Division

10/64

FORM E-1 (REV 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: 30 October, 1964
SECTION: S. Unit, Siletz-Toledo		SECTION PREFIX: 121-1063
HIGHWAY: Siletz		COUNTY: Lincoln
NAME OF JOB: S. Unit, Siletz-Toledo	KIND OF WORK: Grading, Paving, & Structures.	
CONTRACTOR: Acme Construction Co.	CONTRACT NUMBER: 6064	FEDERAL AID PROJECT NUMBER: S-204(10)
DATE OF CONTRACT: April 13, 1962	DATE WORK STARTED: May 16, 1962	ESTIMATED COMPLETION DATE: July 10, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 145	WORK DAYS USED: 190
		PERCENT OF TIME ELAPSED: 131
PROJECT AUTHORIZATION: $600,136.31	ENGINEERING AUTHORIZATION: $42,676.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $557,459.95	ENGINEERING COST TO DATE: $56,391.75	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $552,135.17	PERCENT OF AUTHORIZATION: 132.1%	
ESTIMATED PERCENT OVERRUN XXXXXX: 1.4 %	DATE PROJECT WAS COMPLETED: 10 July, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.16	4.16		4.16	4.16
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.16	4.16		4.16	4.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	216,800	86,800		70oil;450agg	12,400
TOTAL QUANTITIES CORRECTED TO DATE	204,242.5	89,824.29		85oil;140agg	14,027.9
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	204,242.5	89,824.29		85oil;140agg	14,027.9
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Ptly. Cldy.		NOTED
TUESDAY	Rain		JOHN R. OAKES
WEDNESDAY	"		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work performed by Contractor
TUESDAY	Same as Monday
WEDNESDAY	Same as Monday
THURSDAY	Same as Monday
FRIDAY	Same as Monday
SATURDAY	

REMARKS

Office staff has finished computation, and semi-final estimate will be delivered to Division Office on Monday, November 1, 1964..

This is the last report on this project.

SIGNED Clinton E. Lewis

ADDRESS P.O. Box 37, Newport, Oregon

SEND ORIGINAL TO SALEM OFFICE.(BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
NOV 5 - 1964
FOR FILING

November 4, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6064 awarded to Acme Const. Co., for grading-paving-structures on the South Unit of the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County, was completed July 10, 1964, and accepted by the Highway Commission October 30, 1964.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 12, 1964.

You have previously been notified of claims filed against this contract, of which the major portion have been settled.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Acme Const. Co.,
P. O. Box 9684
Portland 11, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
NOV 2 - 1964
...NG
...
6064

October 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 10 on Contract No. 6064. The contract was with Acme Construction Company and was for grading, paving, and structures on the South Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 30, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

LPS:bbc

RECEIVED
OCT 6 - 1964
FOR FILING
6064

October 5, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching on the S. Unit, Siletz-Toledo Section of the Siletz Highway, Contract No. 6064, Project No. S-204(10) in Lincoln County, was completed September 17, 1964.

This work was authorized by Order for State Work No. 3 dated March 6, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

cc: Mr. R. N. Chase

RECEIVED
SEP 21 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

121-1063

September 11, 1964

Mr. Ed Hannees
Rural Route 2
Toledo, Oregon

Subject: S. Unit, Siletz-Toledo Section
Siletz Highway
Contract 6064

Dear Mr. Hannees:

Your billing of August 21, 1964, to our Resident Engineer in Newport in the amount of $13.00 for some work performed on the subject project has been forwarded to this office.

This billing evidently covers some work performed for either the prime contractor or subcontractor on the subject project. The State Highway Department can not assume the obligations of the contractors when working on a highway contract, nor can we withhold from payments to the contractors monies for said obligations without due legal process.

By a copy of this letter I am forwarding this billing to the prime contractor, Mr. N. H. Harmer of Acme Construction Company, Post Office Box 9684, Portland 11, Oregon, and asking him if he will see that this billing is resolved. If it is not resolved and if you desire to file a claim against the contractor, you can do so by further contacting this office and giving us the necessary information as to the reason for the claim.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. Floyd Query
Mr. F. D. Morgan
Mr. W. E. Schwartz
Acme Construction Company
Att: Mr. N. H. Harmer

STATEMENT

ED HAMNESS

Phone 336-2779 Rural Route 2
Toledo, Oregon

PAINTING

8/21/64

Highway Commission

Resident Engar.

735 N. E. Bradshaw

J. C. Denton

Painting Gaurd Rails Siletz Hwy.		
	Total	$213.00
	Paid	200.00
Refused payment of		$13.00

RECEIVED
SEP 10 1964
FOR FILING

6064

September 10, 1964

Mr. V. L. Gibson
Rt. 1, Box 842
Salem, Oregon

Dear Sir:

This is in reply to your letter of August 22 informing us that the contractor on the Siletz-Toledo Highway used sand from your pit at Logsden. From the description given in your letter this appears to be in connection with State Highway Contract No. 6064 with Acme Construction Co., Portland, for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

Our Office Engineering Division informs us that this contract is completed. However, a completion date has not been given.

Final payment has not been made on this contract.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

The United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc R. D. Asburry

CWH:fp

Floyd 9/9/64

John Canfield, Div. office informs me that Acme Constr. Co. (Contract #6064) did obtain muck sand from W. L. Gibson pit. It is material was used in the asphaltic mix. John C. didn't know the exact amt. used but could come up with an approximate amt. by checking with Wendell Schwartz, Res. Engr. (Approx- 7% of the mix is muck sand)

Job was completed ~~July 31~~ (? Nov.) Compl. date

~~acceptance~~

(Continuity on Arizona Ave- over Bercier) asphalt (Aug. 10th minor work remains – Approx $3,700)

EM 2-6178

V. L. GIBSON

Rt. 1, Box 842 - Salem, Oregon

FRUIT - BULBS

Aug-22-64

State Highway Comm
Salem Oregon

Gentlemen:

The sand that was used on the pavement of the Siletz-Toledo Highway came from my pit at Logsden.

They called me back awhile and asked permission to get the sand and I have not heard from them since - I don't even know how much they used.

Can you tell me if they have been paid for this work-

Sincerely
V L Gibson

RECEIVED
AUG 24 1964
OREGON
STATE HIGHWAY COMMISSION

#6064
Pine Conct Co.

RECEIVED
JUL 29 1964
FOR FILING
S 2w(11)
6161

July 29, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 10, 1964, on Contract No. 6064, South Unit, Siletz - Toledo Section, in Lincoln County, in connection with Federal Aid Project No. S-304(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Date: _____

DBP:kc
cc: H. S. Cox
(Completion Dates Only)
(On 2 copies only)

RECEIVED
JUL 3 1964
FOR FILING

Siletz Valley Junior Chamber of Commerce

Siletz, Oregon

June 30, 1964

Ernest Cooper
State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Cooper

The Siletz Valley Jaycees cordially invite you to attend the official opening ceremonies of the new portion of Highway 229 between Siletz & Logsden. Sunday, July 5, 1964 at 2:00 P.M. Coffee & cake will be served at the Siletz Grange Hall following the ceremonies.

Sincerely yours,
Walter Nickerson

RECEIVED
JUL 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

444-2507

RECEIVED
JUL 1 1964
FOR FILING

E 204 (12)

6.64

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 26, 1964

SUBJECT:

To:

Mr. Wendell E. Schwartz
Resident Engineer
P. O. Box 37
Newport, Oregon 97365

Reference is made to our conversations this morning concerning the ribbon-cutting ceremonies the Toledo Junior Chamber of Commerce would like to make on the South Unit of the Siletz-Toledo Section.

As it was left, you were to try to contact State Senator A. J. Naterlin next week when you are a little more definite on the actual date this section would be opened unless he contacted you previously. If he was not in, you were going to drop the matter. However, if he is not in, would you please contact the Toledo Junior Chamber of Commerce and advise them of when the opening could be held. If they still elect to have one, cooperate with them in having it.

R. D. Asburry
Division Engineer

By Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:cs
cc: Mr. Victor D. Wolfe ✓

NOTED
VICTOR D. WOLFE

RECEIVED
JUL 3 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1964

To: Mr. R. D. Asburry
Division Engineer

BUILDING

SUBJECT: S. Unit, Siletz-Toledo Section
Siletz Highway
Contract No. 6064

We concur in and have approved your recommendation that the contractor's protest of workday charges for May 25 to 29 period be denied.

It is noted in the contractor's claim that the grade had settled and more rock was needed. In the event this is true and the roadway had been brought to finish stakes in an acceptable manner last fall, this additional work could conceivably be a valid reason for an extension of time in an amount to be determined.

As previously discussed, this again points out the value of careful and thorough documentation on the charge or non-charge of workdays, along with any valid reasons for granting any extension of time. We take this occasion to re-emphasize the importance of this documentation.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
W. E. Schwartz

RECEIVED
MAY 1 - 1964
FOR FILING

3 - 1 (a)
6064

April 30, 1964

Mrs. Robert Matthews
Box 234
Siletz, Oregon

Dear Mrs. Matthews:

Reference is made to your letter of April 28 concerning the South Unit of the Siletz-Toledo Section of the Siletz Highway. This project was started on May 16, 1962. Due to circumstances beyond the control of the State Highway Department, the project was not completed last fall as had been hoped.

With favorable weather conditions, we estimate the paving of this project will be completed in July.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:hlb

cc Forrest Cooper
R. L. Porter

Mr. and Mrs. Robert J. Matthews
Box 23,
Siletz, Oregon

REFERRED TO
Forrest Cooper
BY SECRETARY

April 28, 1964

RECEIVED

Dear Sir: Wolfe

We have had or heard various dates as to when the new piece of road between Siletz and Toledo will be paved. Can you tell us what to expect?

We have lived in Siletz three years and this road has been in the building process most of this time. The traffic is now terrific with the large rock trucks making trips for the Newport jetty work.

She surely doesn't need this piece of road finished and it is so frustrating to see a nice piece of road just sitting there as we negotiate curves!

Please give us any information you can. Three years for a short piece of road seems a very long time.

Thank you.

Mrs. Robert Matthews

RECEIVED
APR 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 29 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 27 1964
FOR FILING

S 2-4 (10)

February 27, 1964

McCluskey & Macpherson
Attorneys at Law
Ross Theater Building
Toledo, Oregon

Attention: Mr. Gordon L. Macpherson

Gentlemen:

This is in reply to your letter of February 24 concerning the Acme Construction Company Contract No. 6064 for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

The subcontract agreement between Arenz and Acme Construction Company was signed by J. M. Arenz, Owner, whose address is 1601 N. E. Columbia Boulevard, Portland.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

P.S. J. M. Arenz is prequalified with us as an individual.

G. B. McCLUSKEY

McCLUSKEY & MACPHERSON
ATTORNEYS AT LAW
ROSS THEATER BUILDING • P. O. DRAWER A
TOLEDO, OREGON

TELEPHONE 336-2112

GORDON L. MACPHERSON

February 24, 1964

Mr. Floyd Query, Secretary
Oregon State Highway Comm.
Salem 10, Oregon

Re: Contract No. 6064, grading, paving, structure South Unit, Siletz-Toledo Section of Siletz Highway, Lincoln County, Ore.

Dear Mr. Query:

This office was informed by letter from you on June 17, 1963, that there exists a subcontract agreement between Arenz Construction Company and Acme Construction Company.

Would you please inform me of the structure of Arenz Construction Company. Whether the same is a corporation, foreign or domestic, or merely an assumed business name. If the same is an assumed business name, who si ned for the company?

Thanking you in advance for your help in this matter, I am

Sincerely,

Gordon L. Macpherson
GORDON L. MACPHERSON

GLM:bb

Ed Foose says subcont. agreement signed by J. N. Arenz, owner
1601 N.E. Columbia Blvd.
Portland

RECEIVED
FEB 25 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JAN 17 1964
FOR FILING

January 8, 1964

Toledo Tire Service
West Highway
Toledo, Oregon

Attention: Mr. John Jantzi

Gentlemen:

Thank you for your letter of January 6 informing us that Mr. Arens has paid his account to you in full.

Our records indicate this to be in connection with the Acme Construction Company Contract No. 6064 for grading, paving and structures on South Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County.

This information is being noted in our records and we will advise the surety and the contractor that Mr. Arenz's account has been paid in full.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington
Attn: W. T. Atkins

NOTED ON CARD
dc

Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Acme Construction Company
P. O. Box 9684
Portland 11, Oregon

Commissioners

TOLEDO TIRE SERVICE

West Highway
Phone 336-2650

TOLEDO, OREGON
January 6, 1964

Oregon State Highway Depart.

Salem, Oregon

Dear Sirs:

This is to inform you that Mr. Arenz has paid his account to Toledo Tire Service in full. Would you please release the claim on Contract No. 6064, South Unit, Siletz-Toledo Section of Siletz Highway.

Thankyou.

Yours truly,

Toledo Tire Service

John Jentzi

John Jentzi, owner

Xerox-plain paper 76

NOTED
FLOYD QUERY

RECEIVED
JAN - 7 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 19 1963
FOR FILING

6064

December 18, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: W. T. Atkins

Gentlemen:

We have received a letter dated December 14, 1963, from W. D. Loomis, Box 1193, Newport, stating that J. M. Arenz Company, subcontractor, on Contract No. 6064 has paid in full his obligation.

This appears to be in reference to the Acme Construction Company, contract No. 6064, grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

We provide this information as your company is listed as surety on the performance bond as furnished on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

cc: Victor S. Risley Company
223 Board of Trade Building
Portland 4, Oregon

Acme Construction Company
P. O. Box 9684
Portland 11, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD
lc

December 14, 1963

W. D. Loomis
Box 1193
Newport, Oregon

State Highway Dept.
Floyd Query
Salem, Oregon

Dear Sir:
This is to inform you that the J.M. Arenz Co. subcontractor on contract No. 6064 with Acme Const. Co., and contract No. 6278 with Road and Driveway Co. has paid in full his obligation to us as of December 5, 1963.

Yours Very Truly
Mrs. W. D. Loomis

AML;
Ck please reply
FQ

RECEIVED
DEC 17 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
DEC 19 1963
FOR FILING

6064

December 18, 1963

Karl Koppel
Gleneden Beach
Oregon

Dear Sir:

Thank you for your letter of December 11 informing us that you are releasing any claims or liens that you might have against J. M. Arenz.

Your letter states this is in reference to the Acme Construction Company, Contract No. 6064, grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

This information is being noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CAH:jf
cc: United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington
Attn: R. T. Atkins

Acme Construction Company
P. O. Box 9684
Portland 11, Oregon

J. M. Arenz
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD
dc

Gleneden Beach, Oregon
December 11, 1963

Acme Construction Co.
5820 N. E. Lombard St.
Portland, Oregon

Dear Sir:

Re: Oregon State Highway Dept.
South Unit
Siletz-Toledo Highway
Contract # 6064

As of this date J. M. Arens, 1601 N.E. Columbia Blvd., Portland 11, Oregon and I, Karl Koppel, have come to complete settlement of any claims or liens of whatsoever nature, expressed or implied, that I might have had against J. M. Arens in regard to my work on the Oregon State Highway job, South Unit - Siletz Toledo Highway, Contract # 6064.

This letter will serve as a release of any claims or liens that I, Karl Koppel, have against J. M. Arens. A copy of this letter may be sent to the State of Oregon, the bonding company, or any other party, and such copy is to serve as a release of any claims or liens of whatsoever nature that I might have had against J. M. Arens.

Very truly yours,

Karl Koppel

Karl Koppel

Witness:

Blake Hyman

Dec 13 '63

Carbon Copy:
State of Oregon ✓

United Pacific Insurance Co.

RECEIVED
DEC 13 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

File # 3993

FILED
DEC 13 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 16 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 23 1963
FOR FILING

D Cook

6664

December 18, 1963

M. D. Loomis
Box 1193
Newport, Oregon

Dear Mr. Loomis:

Thank you for your letter of December 14 informing us that J. M. Arenz Company, subcontractor, has paid in full his obligation to you as of December 5, 1963.

You state this is in reference to State Highway Contract Nos. 6064 and 6278.

This information is being noted in our records and we will advise the surety and contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

NOTED ON CARD

RECEIVED
NOV 15 1963
FOR FILING

6064

November 15, 1963

White Brothers Company
P. O. Box 376
504 Mullan Avenue
Walla Walla, Washington

Gentlemen:

Thank you for your letter of November 12 informing us that J. H. Arenz Construction Company have paid your claim in the amount of $1,420.20.

Your letter stated that this is in reference to the Acme Construction Company, Contract No. 6064, for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

This information will be noted in our records and we will advise the surety and principal contractor that you are formally withdrawing your claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Victor E. Risley Company
223 Board of Trade Building
Portland 4, Oregon

Acme Construction Company
P. O. Box 9684
Portland 11, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD
J.E.

Industrial - Agricultural

WHITE BROS CO.
SALES SERVICE PARTS

PHONE JACKSON 5-6620
POST OFFICE BOX 376
304 MULLAN AVENUE
WALLA WALLA, WASHINGTON

November 12, 1963

State of Oregon
Highway Departmant
Salem, Oregon

Attention: Floyd Query, Secretary

Gentlemen:

We are formally withdrawing our claim against Contract No. 6066 on the South Unit of the Siletz-Toldo Highway, which involves the following:

Major Contractor - Acme Construction Company
Sub-Contractor - J. M. Arenz Construction Company
Bonding Company Agent - Victor S Risley Company

Our claim against J. M. Arenz ConstructionCCompany in the amount of $1420.20 (Fourteen Hundred Twenty Dollars and twenty Cents) has been satisfied as of this date.

Very truly yours,

E. A. White Company

Evelyn Ketcherside
Evelyn Ketcherside
Bookkeeper

Ok
Please reply 76

RECEIVED
NOV 14 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Industrial - Agricultural

WHITE BROS CO.
SALES SERVICE PARTS

PHONE JACKSON 5-6620
POST OFFICE BOX 376
304 MULLAN AVENUE
WALLA WALLA, WASHINGTON

November 12, 1963

State of Oregon
Highway Departmant
Salem, Oregon

Attention: Floyd Query, Secretary

Gentlemen:

We are formally withdrawing our claim against Contract No. 6066 4 on the South Unit of the Siletz-Toledo Highway, which involves the following:

Major Contractor - Acme Construction Company

Sub-Contractor - J. M. Arenz Construction Company

Bonding Company Agent - Victor S Risley Company

Our claim against J. M. Arenz ConstructionCCompany in the amount of $1420.20 (Fourteen Hundred Twenty Dollars and twenty Cents) has been satisfied as of this date.

Very truly yours,

E. A. White Company

Evelyn Ketcherside

Evelyn Ketcherside
Bookkeeper

Ok
Please reply 76

RECEIVED
NOV 14 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
NOV 14 1963
FOR FILING

November 13, 1963

Toledo Sand & Gravel Co.
Box 277
Toledo, Oregon

Attention: Mr. Tom Dundas
President

Gentlemen:

Thank you for your letter of November 6 informing us that J. M. Arenz Construction Company, subcontractor, has paid your claim in the amount of $1,168.50. You state that this is in connection with State Highway Contract No. 6064 with Acme Construction Co. for grading, paving and structures on the S. Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

This information is being noted in our records and we will advise the contractor and the surety that the claim has been paid in full.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn: W. T. Atkins

Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Acme Construction Co.
P. O. Box 9684
Portland 11, Oregon

NOTED ON CARD
dc

Commissioners

CWH:fp

Toledo,Oregon
November 6,1963.

Oregon State Highway Commission
Salem,Oregon

ATTN: Mr.Floyd Query,Secretary
Contract no.6064
Toledo-Siletz Highway

Gentlemen:

Our Claim against the J.M.Arenz Construction Company in the amount of $1168 .50 has been paid in full. This is your notification for the release of the claim the Arenz Construction Company who was a sub-contractor under Acme Construction Company the major contractor on job #6064.

Very truly yours,

Tom Dundas

Tom Dundas,President

C/O to J.M.Arenz Construction Co.
Acme Construction Company

[illegible] & GRAVEL CO.
Box 277 – Toledo, Oregon

Cec, please handle
TG

RECEIVED
NOV - 8 1963
OREGON
STATE HIGHWAY COMM'SSION

NOTED
C. W. HEAD

RECEIVED
NOV 18 1963
FORM E-20 REV 3-63 49607

FOR FILING

6064

121-1063

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1963

SUBJECT: Bryant Complaint
S. Unit, Siletz-Toledo Section
Siletz Highway
Contract No. 6064

To:
Mr. L. P. Shaw
Assistant State Highway Engineer
D e p a r t m e n t

As requested in your letter of October 30, 1963, on October 31, 1963, in company with Resident Engineer Schwartz I personally contacted Mrs. M. F. Bryant regarding her complaints as stated in her letter dated October 17, 1963.

Mrs. Bryant's complaints arose from the construction of the subject project, the construction of which made it necessary to revise the approach to her home. Mrs. Bryant's property is situated such that it was not necessary to acquire any right of way from her but her approach was onto a county road which had to be revised, as it conflicted with the construction of the subject project.

Attached is a print of a portion of the detail map of the Toledo By-Pass on which is shown the Bryant property with the old approach road, the revised approach road roughly shown in red, the county road that had to be revised shown in brown and the reconstructed county road shown in green. Mrs. Bryant's complaints consisted of the type of reconstructed road approach, and the loss of services to this approach such as school bus service, delivery service, mail service, etc. As for the usability of the road approach, I believe it quite adequate.

Attached are seven photos taken of the approach on October 31, 1963, showing the approach as of that date. Mrs. Bryant stated she had no difficulty negotiating this approach but was afraid other people might. She was told the revised portion of the road approach would be surfaced with asphaltic concrete and that we would also install a section of guard rail on the downhill side as a further safety precaution. The grade seemed to be not objectionable, it being the same as on the remainder of the old road approach--approximately 14 per cent. The curvature was the big objection. When this approach is paved and the guard rail placed, it is my firm conviction that no one will have difficulty negotiating this approach.

As you will note on the attached print, Mrs. Bryant's approach does not enter the right of way from her property but crosses some of the Lincoln Hospital District property before entering the right of way. To

NOTED
LLOYD P. SHAW

take the curvature out of the approach, it would be necessary to do considerable work on the Lincoln Hospital District property which we have no right to do without acquiring or paying damages for same.

As for the loss of the services, it is true Mrs. Bryant has been without these services for some time. In fact, there was quite a period of time when she was unable to use her approach. After the contractor had started taking out the county road and before he had the grading completed, we had some rain which made it impossible for the contractor to finish this approach for a period of approximately a month. The subject section will not be completed and opened to traffic until about July of 1964. Consequently the services Mrs. Bryant spoke about will not be available at her approach until that time. I am quite sure when this section is open to traffic the same services will be available at her approach as she had previously.

In summary, with the addition of the guard rail to the approach, it is deemed adequate and it is not planned to revise it in any manner. This decision was stated to Mrs. Bryant, who indicated she might pursue this further through legal counsel. Mrs. Bryant has suffered loss of some services, which should be restored when the subject section is completed.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. F. D. Morgan
Mr. W. E. Schwartz

Mrs. Bryant's Road Approach
South Unit, Siletz-Toledo Section
Siletz Highway
October 31, 1963

Salem, Oregon
October 30, 1963

Highway 20
Bryant Complaint

Mr. R. D. Asburry
Division Engineer
B u i l d i n g

Will you please arrange to contact Mrs. M. F. Bryant, Route 1, Box 56, Toledo, and discuss an access problem which she presents in her letter of October 17. Possibly some corrective treatment will be indicated. In any event, be certain that all commitments made to the Bryants are properly cared for.

A copy of the Bryant letter and my reply thereto accompany this communication.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc Forrest Cooper

October 30, 1963

Mrs. M. F. Bryant
Route 1, Box 56
Toledo, Oregon

Dear Mrs. Bryant:

I must apologize for the delay in replying to your letter of October 17. It was received at this office October 21, but circumstances prevented giving it immediate attention.

I am not familiar with the particular approach problem which confronts you, but I am asking Division Engineer R. D. Asburry to contact you and go over the several points you include in your letter.

Mr. Asburry is in charge of the highway work in the northwest corner of the state, except that part covered by Division I which covers Multnomah and adjoining counties. I am certain he will be able to evaluate your problems and if it is so indicated, arrange for corrective measures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. D. Asburry

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
Please handle

October 17, 1963
Route 1, Box 56
Toledo, Oregon

Forrest Cooper
State Highway Engineer
State Highway Bldg.
Salem, Oregon

Dear Mr. Cooper:

At the suggestion of Judge Weiss, with whom I have discussed this matter, I am writing to you some of the facts relative to the Siletz-Toledo Highway on my property.

At the outset the engineer was to have left me an access road to my home. This was not done, and for four and a half weeks I was not able to get to my home with my car. It was necessary that my family and I walk over adjoining property. I do not mind a little inconvenience, but I feel this was uncalled for.

At this present time I feel that I have been taken advantage of. I do not approve nor accept the approach as it will be when it is completed. Further on September 15, the engineer told me he would put in an auxiliary road, but he has since informed me that because of the composition of the soil that he could not do this. I learned this when I called him, as he failed to inform me in this matter as well as others. However, this is the same terrain my approach is on.

To add to this the highway improvement has terminated my mail service, bus service and paper service. Also when Highway 20 is again improved it will cause these same inconveniences for me, and the engineer informed me that he could not see where they could relocate our road.

I have relied on Mr. Schwartz, because he is an agent of the state, and I should be able to rely on his allegations.

There are many property owners in this vicinity who are very disturbed with this work, and I would like for you to come down to see the problems involved. If this can not be done then I feel that you should call me in order to work this matter out.

I am immediately engaging an attorney to prepare injunction papers against these contractors.

Yours very truly,

Mrs. M. L. Bryant

Newport 265-5341
Toledo 336-3260

Bryant and Schwartz discussed 10-21-1963.

RECEIVED
OCT 21 1963

Stew
BY DEPUTY STATE HIGHWAY ENGINEER

October 17, 1963
Route 1, Box 56
Toledo, Oregon

Forrest Cooper
State Highway Engineer
State Highway Bldg.
Salem, Oregon

Dear Mr. Cooper:

At the suggestion of Judge Weiss, with whom I have discussed this matter, I am writing to you some of the facts relative to the Siletz-Toledo Highway on my property.

At the outset the engineer was to have left me an access road to my home. This was not done, and for four and a half weeks I was not able to get to my home with my car. It was necessary that my family and I walk over adjoining property. I do not mind a little inconvenience, but I feel this was uncalled for.

At this present time I feel that I have been taken advantage of. I do not approve nor accept the approach as it will be when it is completed. Further on September 15, the engineer told me he would put in an auxiliary road, but he has since informed me that because of the composition of the soil that he could not do this. I learned this when I called him, as he failed to inform me in this matter as well as others. However, this is the same terrain my approach is on.

To add to this the highway improvement has terminated my mail service, bus service and paper service. Also when Highway 20 is again improved it will cause these same inconveniences for me, and the engineer informed me that he could not see where they could relocate our road.

I have relied on Mr. Schwartz, because he is an agent of the state, and I should be able to rely on his allegations.

There are many property owners in this vicinity who are very disturbed with this work, and I would like for you to come down to see the problems involved. If this can not be done then I feel that you should call me in order to work this matter out.

I am immediately engaging an attorney to prepare injunction papers against these contractors.

Yours very truly,

Mrs. M. F. Bryant

Newport 265-5341
Toledo 336-3260

Asbury and Schwartz discussed this with Mrs. Bryant Oct 31, 1963.
See Asbury report of Nov. 7
Stew

RECEIVED
OCT 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

EGIN PROJECT
30

372000 N

1,102,000 E

S.

"L" 298+00 Install 144'-18" Conc. Culv
Dr. Exc. 4 C.Y.

preserve present power.
installation & reflectorize

Iron Pipe (fnd)
378,228.53
1,102,689.15

"L" 307+50 Lt. 4 Rt. Const. Rd. Appr. (i.c.)
Install 36'-12" Conc. Culv.
Dr. Exc. 1 C.Y.

Slate Highway Under Construction

S 9° 30' E

"L" 306+50 Rt. Install 45'-8" Cort. Pipe
Dr. Exc. 1.7 C.Y.

2° C.L. 30"
Δ 32°00' 33
Ts 1022.33
L 1200.42

"L" 302+00 to "L" 306+50 Remove Existing Pipe

P.S.C.

Lt. of Sta. 303+25 Preserve Pole Installation

Lt. of Sta. 303+50 Install 78'-18" Conc. Culv.
Dr. Exc. 2 C.Y.

"L" 308+50 Install 40'-36" Conc. Culv.

G. & E. Springer
599
83
338
106

Construction 1962

S 9°30' W — 33265

"L" 308+50 Install 140'-36" Conc. Culv.
Dr. Exc. 15 C.Y.

"L" 309+25 to 313+25 Rt. Install 400'-8" Pert. Pipe
Dr. Exc. 60 C.Y.

"L" 313+48.12 P.C.S.

1" Iron Pipe (Found)
372,795.28
1,103,643.59

400' Spiral
S 4.00°
e 0.5

"L" 313-50 Install 111'-18" Conc. Culv.
Dr. Exc. 20 C.Y.

"L" 314+00 Lt. & Rt. Const. Rd. Apprs. (16')
No Pipe Needed

"L" 317+48.12 P.T.

"L" 316+90 Install 164'-36" Conc. Culv.
Dr. Exc. 15 C.Y.

"L" 308+12 P.T.

Proposed R/W

Top of Slope

4" Iron Rod
372,640.
1,104,134

5

20

100

315

25

T 11 S R 10 W

W

"L" 323+50 to 340+00 Lt. Install 1650' M

P.I. 373,675.5
104,474.4

Dr. Exc. 15 C.Y.

Settling Basin

Pump Ho

Proposed ℄

Toe of Slope

Edge of Paved Sh'ld

Edge of Paved Sh'ld

Toe of Slope

Proposed ℄

400' Spiral
12:00
1.5

6° C.R.
To 67°14'30"
Ts 839.30
Lmc 720.64

"L" 321+99.34 P.I.

"L" 317+99.34 P.C.

½" Iron Rod (fnd.)
N 372,640.18
E 1,104,134.1

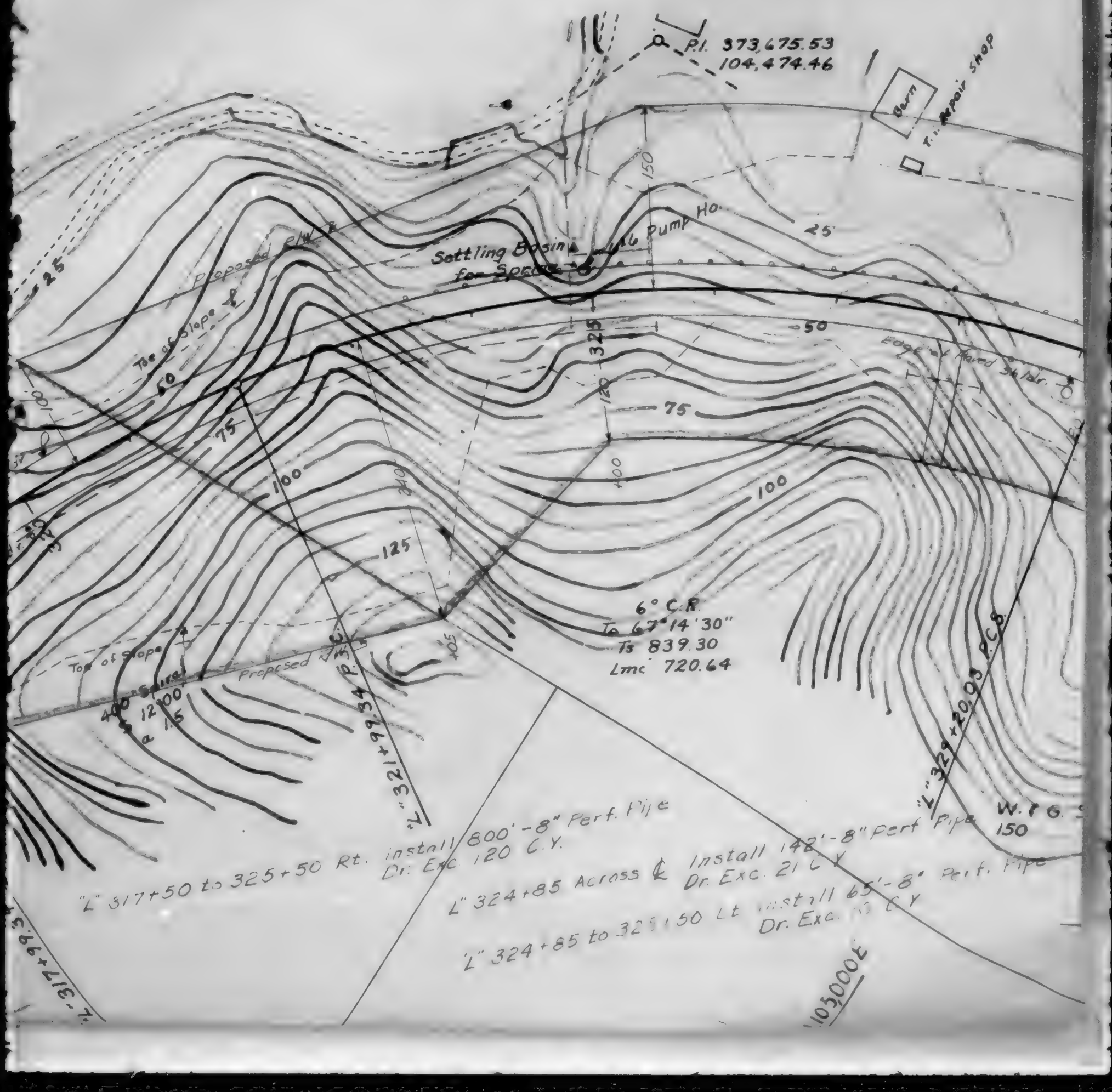
"L" 317+50 to 325+50 Rt. Install 800'-8" Perf. Pipe
Dr. Exc 120 C.Y.

"L" 324+85 Across ℄ Install
Dr. Exc.

"L" 324+85 to 325+50 Lt

T 11 S R 10 W W M

L" 323+50 to 340+00 Lt. Install 1650' Metal Guard Rail



TO NEWPORT

BEAVER CREEK

"A" 664+01.31 P.O.T.

Rt. 12'

"L" 290+22.95 P.O.T.

BEGIN PROJECT
274+30

TO SILETZ

CREEK

"L" 297+47.70 P.S.

D. Skelton et al
176

400' Spiral
S 4°00'
a 0.5

Dbl. 12'x10' Conc. Box

295

Toe of Slope

25' Taper

N 56°49' E

Guard Rail

5

100'

30

U.S.B.M.
W-52

200' Spiral
S 12°00'
a 4.0

Guard Rail

"A" 293+28.18 P.S.

"A" 292+29.18 P.S.

"A" 292+52.14 P.S.

12° C.L.
Δ 33°14'30"
R 243.92

200' Spiral
S 12°00'
a 4.0

"A" 288+52.14 P.S.

Gas Sta.

DEPOT

294+39

01
5.57

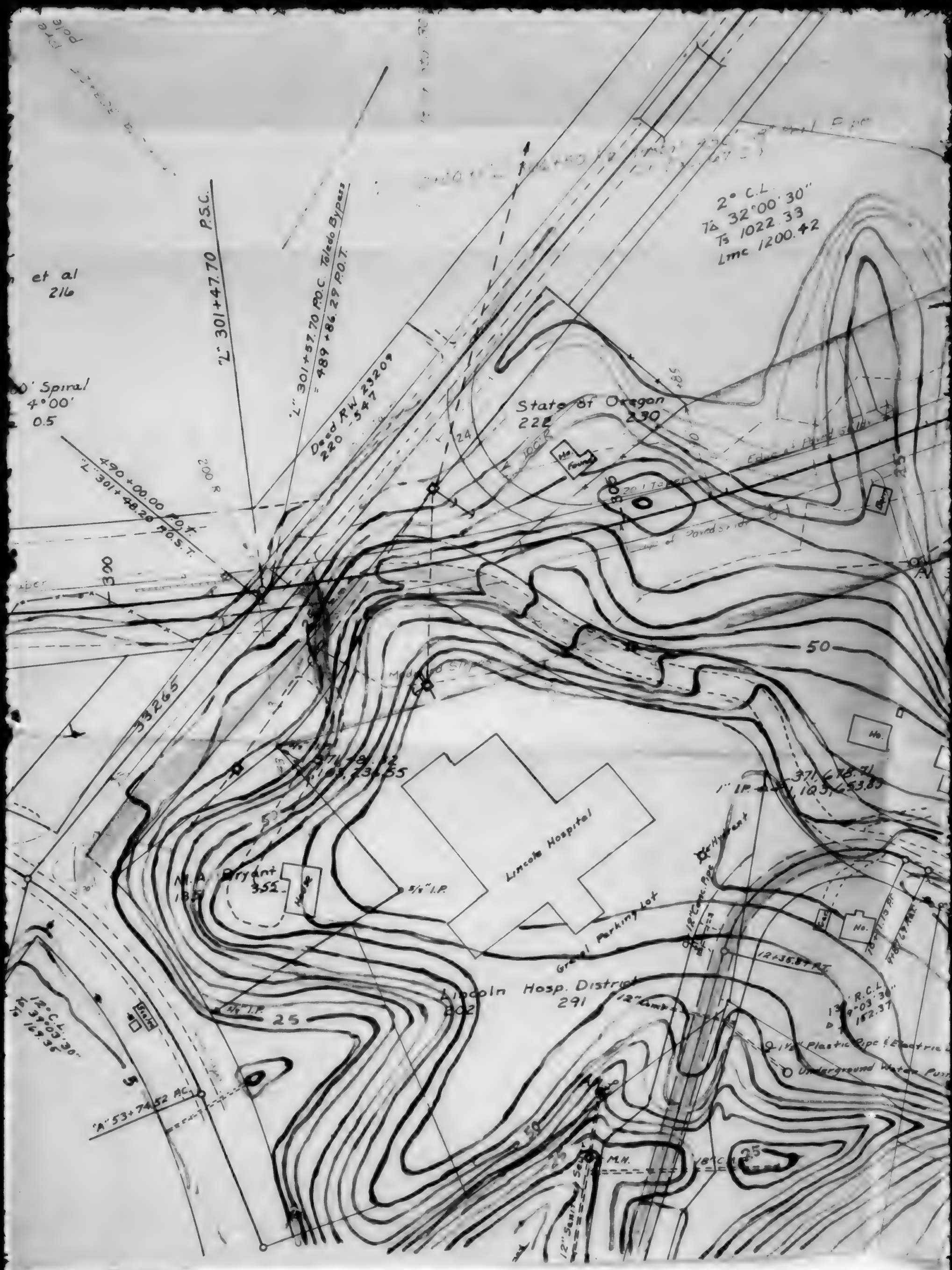
"A" 257+00.00 P.T.

1,103,000 E

371,000 N

12° C.L.
Δ 37°03'30"
R 159.96

493+51.61
"A" 256+49.92 P.O.C.


et al
216
"L" 301+47.70 P.S.C.
"L" 301+57.70 P.O.C. Toledo Bypass
= 489+86.29 P.O.T.
Deed R/W 23209
220-547
State of Oregon
225
230
2° C.L.
Δ 32°00'30"
Ts 1022.33
Lmc 1200.42
Spiral
4°00'
0.5
490+00.00 P.O.T.
"L" 301+48.29 P.O.S.T.
2.00 R
24
100' R
No Found
806
Edge of Paved Shldr
50
25
Lincoln Hospital
Gravel Parking Lot
M.A. Bryant
352
5/8" I.P.
12" Conc. Pipe
Hydrant
No.
12"36.87 RCP
Lincoln Hosp. District
291
802
12" Comb.
R.C.L.
Underground Water Pipe
"A" 53+74.52 AC.
M.H.
12" Sanitary Sewer
Δ 12° C.L.
37°03'30"
Lc 149.36

"L" 307+25 to 313+25 Rt Install Dr Exc. 60 C.Y.

Proposed R/W

Top of Slope

Top of Slope

Proposed R/W

P. & N. Shewey
601
82

4" Iron Rod
372,640.18
1,104,134.11

"L" 313+00 to 318+00

Iron Bolt (found)
372,084.77
1,104,112.37

372,000. N

104,000

A. & G. Guthrie
148 652

Gar.

No.

Gar.

Sh.

Sh.

Sh.

Sh.

75

75

75

50

25

15

05

02

"L" 317+50 to 325+50 Rt. Install 800'-8" Perf. Pipe
Dr. Exc. 120 C.Y.

"L" 324+85 Across ℄ Install 142'-6
Dr. Exc. 21 C.Y.

"L" 324+85 to 325+50 Lt. Install
Dr. Exc.

"L" 317+99.34 R

Rod (fnd.)
0.18
4.11

W. & D. Edenfield
112
440

"L" 314+50 to 317+50 Rt. Install 300' Metal Guard Rail

3+00 Lt. Install 500' Metal Guard Rail

"L" 317+65 Rt. Const. Rd. Appr. (16')
Install 36'-12" Conc. Culv.
Dr. Exc. 1 C.Y.

"L" 318+00 Lt. Const. Rd. Appr. (16')
Install 36'-18" Conc. Culv.
Dr. Exc. 1 C.Y.

BORROW

"L" 321+9

"L" 317+50 to 325+50 Rt. Install 800'-8" Perf. Pipe
Dr. Exc. 120 C.Y.

"L" 324+85 Across ℄ Install 148'-8" Perf. Pipe
Dr. Exc. 21 C.Y.

"L" 324+85 to 325+50 Lt. Install 65'-8" Perf. Pipe
Dr. Exc. 10 C.Y.

"L" 321+

W.T.O.
150

1,105,000 E

373,000 N

"L" 328+00 Rt. Const. Rd. Appr. (16')
Install 60'-12" Conc. Culv.
Dr. Exc. 2 C.Y.

Rt. Install 300' Metal Guard Rail

tal Guard Rail

"L" 348+50 Const. Road Appr. (16')
Install 36'-12" Conc. Culv.
Dr. Exc. 1 Cu Yd

BORROW

AREA

RECEIVED
NOV 14 1963
FOR FILING

November 13, 1963

Smith Transfer
Toledo
Oregon

Attention: Mr. Rex N. Edmondson

Gentlemen:

Thank you for your letter of November 6 informing us that your claim against J. H. Arenz Construction Co., subcontractor, in the amount of $1,835.75 has been paid in full.

Your letter states that this is in connection with State Highway Contract No. 6084 with Acme Construction Co. for grading, paving and structures on the S. Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

This information will be noted in our records and we will advise the surety and the contractor that you are formally withdrawing your claim.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn.: W. T. Atkins

Victor G. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

NOTED ON CARD
lc

Acme Construction Co.
P. O. Box 9684
Portland 11, Oregon

Commissioners

CWH:fp

☆ LOCAL & LONG DISTANCE HAULING ☆ STANDARD HEATING OILS
☆ BUILDING MATERIALS ☆ WRECKING SERVICE ☆ WOOD

SMITH TRANSFER

Phone 336-2353
AREA CODE 503

TOLEDO OREGON

November 6, 1963

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. C.W. Head

Gentlemen:

We are formally withdrawing our claim against contract 6064 on the south unit of the Siletz-Toledo Highway, which involves the following:

Acme Construction Co— major contractor
J.M. Arenz Company—subcontractor
Victor S. Risley Company—bonding company agent

Our claim against J.M. Arenz Construction Company in the amount of $1,835.75 has been paid in full.

Very truly yours,

SMITH TRANSFER,

Rex W Edmondson

Rex W. Edmondson

cc: Acme Construction Co
United Pacific Insurance Co
Victor S. Risley Company
Secretary of State

RECEIVED
NOV - 8 1963
OREGON
STATE HIGHWAY COMMISSION
NOTED
C. W. HEAD

RECEIVED
OCT 31 1963
FOR FILING
6064

October 30, 1963

Metal Products Division
Armco Steel Corporation
2180 Milvia Street
Berkeley 4, California 94704

Attention: Mr. R. W. Sanders
Credit Advisor

Gentlemen:

This is in reply to your airmail letter of October 28 concerning the status of Acme Construction Company Contract No. 6064.

This contract was approximately 73 per cent complete as of October 25. The estimated completion date is July 1, 1964.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

METAL PRODUCTS DIVISION

ARMCO STEEL CORPORATION

ARMCO

ADDRESS REPLY TO
2180 MILVIA STREET
BERKELEY 4, CALIFORNIA 94704

October 28, 1963

Air Mail

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Would you please advise the completion date, or if not completed the anticipated completion date, for Contract No. 6041.

Principal: Acme Construction

A return envelope is enclosed for your convenience.

Very truly yours,

R. W. Sanders
Audit Advisor
Pacific Region

J. V. Sanders
jjl

Cc/please reply
76

approx- 3% as of Oct. 25
Est. compl. date 7-1-64

NOTED
C. W. HEAD

RECEIVED
OCT 29 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 31 1963
FOR FILING

October 30, 1963

Jarvis Excavating
Box 435
Newport, Oregon

Gentlemen:

Thank you for your note of October 25 informing us that Arenz Construction Company, subcontractor, have paid your claim in the amount of $159.50 for equipment rental.

This appears to be in connection with State Highway Contract No. 6064 with Acme Construction Co. for grading, paving, structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

This information will be noted in our records and we will advise the surety and the principal contractor that the claim has been paid in full.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn.: W. I. Atkins

Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Acme Construction Co.
P. O. Box 9684
Portland 11, Oregon

NOTED ON CARL

Commissioners

CWH:fp

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 17, 1963

Jarvis Excavating
Box 435
Newport, Oregon

Gentlemen:

This will acknowledge receipt of your claim letter of October 10 stating that Arenz Construction Company, sub-contractor, owes you $159.50 for equipment rental.

From the description given, it appears this is in reference to the Acme Construction Company, contract No. 6064, for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

The United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

This project was approximately 73 per cent complete as of October 4, 1963.

We will advise the surety and contractor of the receipt of your claim letter. So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

Please let us know when your claim has been paid, so that we may clear our records.

Very truly yours,

Floyd Query

Secretary
OREGON STATE HIGHWAY COMMISSION

(Or please notify us)

TED
UERY

NOTED
C. W. HEAD

Sir -
this claim paid in full by check
10/23/63 and apparently cleared the
bank - thank you very much for your
time and assistance -

Norman A. Jarvis
10-25-63

RECEIVED
OCT 29 1963
FOR FILING

October 29, 1963

Timber Supply Co.
P. O. Box 152
Philomath, Oregon

Attention: Mr. Stanley Phelps
Bookkeeper

Gentlemen:

Thank you for your letter of October 25 informing us that J. M. Arenz Construction Co. have paid their claim for materials in the amount of $300.04.

Our records indicate this to be in connection with State Highway Contract No. 6064 with Acme Construction Co. for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

This information will be noted in our records and we will advise the surety and the contractor that you are formally withdrawing your claim against this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
United Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn.: W. T. Atkins

Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Acme Construction Co.
P. O. Box 9684
Portland 11, Oregon

NOTED ON CARD
dc

Commissioners

CWH:fp

SWEET HOME, EMPIRE 7-3168

PHILOMATH PHONE, WAVERLY 9-5961
NIGHT PHONES: WAVERLY 9-5922
WAVERLY 9-4491

Timber Supply Co. - *Loggers and Contractors Supplies*

ESCO RIGGING — SKOOKUM — YOUNG RIGGING
WIRE ROPE — SWAGING — SPLICING — SOCKETING

POST OFFICE BOX 152
PHILOMATH, OREGON

October 25, 1963

State of Oregon
Highway Department
Salem, Oregon

Attention: Floyd Query, Secretary

Gentlemen:

We are formally withdrawing our claim against Contract No. 6064 on the South Unit of the Siletz-Toledo Highway, which involves the following:

Major Contractor - Acme Construction Company

Sub-Contractor - J. M. Arenz Construction Co.

Bonding Company Agent - Victor S. Risley Company

Our Claim against J. M. Arenz Construction Company in the amount of $300.04 (Three Hundred Dollars and Four Cents) has been satisfied as of this date.

Thank you.

Very truly yours,

TIMBER SUPPLY COMPANY

Stanley Phelps

Stanley Phelps
Bookkeeper

CC: Acme Construction Co.
J. M. Arenz Construction Co.
Victor S. Risley Company

Ok please reply
76

DEALER DUPONT EXPLOSIVES

RECEIVED
OCT 28 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 2 2 1963
FOR FILING

☆ LOCAL & LONG DISTANCE HAULING ☆ STANDARD HEATING OILS
☆ BUILDING MATERIALS ☆ WRECKING SERVICE ☆ WOOD

SMITH TRANSFER

Phone 336-2353
AREA CODE 503

TOLEDO, OREGON

October 19, 1963

Dorothy
Please note on card
C.H.

Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. C.W. Head

Gentlemen:

We have received a partial payment in the amount of $736.75 from Arenz Construction Company. This leaves an unpaid balance of $1,099.00.

Arenz is a subcontractor for Acme Construction Company who is the general contractor on your contract 6064.

Thank you for your cooperation in this matter.

Very truly yours,

SMITH TRANSFER,

Rex W. Edmondson

Rex W. Edmondson

cc: Acme Construction Co
PO Box 9684
Portland 11, Oregon

United Pacific Insurance Co
PO Box 1216
Tacoma, Washington

Victor S. Risley Company
223 Board of Trade Building
Portland 4, Oregon

Secretary of State
Salem, Oregon

NOTED ON CARD
ile

RECEIVED
OCT 2 2 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1963
FOR FILING

October 18, 1963

Mr. Wayne D. Loomis
Box 1193
Newport, Oregon

Dear Sir:

This is to acknowledge receipt of your statement, dated October 2, 1963, advising that J. M. Arenz Const. Co. owes you $2,365.00 for equipment rental.

Our records indicate that J. M. Arenz Co. is a subcontractor on the following contracts, which have not yet been completed:

Contract No. 6064 with Acme Const. Co., prime contractor, Portland, for grading, paving and structures on the South Unit, Siletz-Toledo Section of Siletz Secondary Highway in Lincoln County.
Surety - United Pacific Insurance Company.
Agent - Victor S. Risley Co., 223 Board of Trade Building, Portland 4, Oregon.

Contract No. 6278 with Road & Driveway Co., prime contractor, Newport, for grading and paving on MP 2 Slide Section of the Corvallis-Newport Highway in Lincoln County.
Surety - U. S. Fidelity & Guaranty Company.
Agent - Gilkey Insurance Agency, 633 N. W. Coast, Newport.

Will you please inform us to which of the above contract or contracts your equipment rental applies?

The sureties, through their agents, furnished the performance bonds on these contracts which were given to assure completion of the contracts and payment of all bills incurred in them.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

If you wish to protect your claim it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

NOTED ON CARD

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

Form 124-SF-3

STATE OF OREGON

ROUTE SLIP

Date 10/14

TO: Floyd Perry

FROM: D S Taylor

CHECK

___ Approval	___ Investigate
✓ Necessary Action	___ Confer
___ Prepare Reply	___ Per Telephone Conversation
___ For My Signature	___ For Your Information
___ Your Signature	___ As Requested
___ Comment	___ Note and File
___ Initial and Return	___ Return With More Details

COMMENTS: Dist 2 office says Avery is sub on both Contr. 6064 - Acme Construction Co + Contr 6378 - Roadway Driveway

Note.

We would like this placed on file before Bond expires.

REFERRED TO
C. H. MAISON, Auditor

CCC please handle
76

STATEMENT

FROM Wayne D. Loomis

Box 1193 Newport, Oregon

Oct 2 19 63

TO J.M. Arenz Const. & State Highway Dept.

ADDRESS

CITY STATE

TERMS Cat D6 Rental @$12.00 Per Hr.

Date		Inv. No.		Rate	Hrs.	Amt.	
July	20	Inv. No.	122-48	12.00	9½	114	00
"	22	"	122-49	12.00	4	48	00
"	23	"	122-50	12.00	10	120	00
"	24	"	124-1	12.00	10	120	00
"	25	"	124-2	12.00	11½	138	00
"	26	"	124-3	12.00	10	120	00
"	27	"	124-4	12.00	10	120	00
"	29	"	124-5	12.00	9½	114	00
"	30	"	124-6	12.00	8	96	00
"	31	"	124-7	12.00	8	96	00
Aug	1	"	124-8	12.00	10	120	00
"	2	"	124-9	12.00	8½	102	00
		Total Amt. Due				$3370	50
				Credit		1005	50
				Balance Due		$2365	00

GRAYLINE FORM S1640 U.S.A.

STATEMENT

FROM Wayne D. Loomis

Box 1193 Newport, Oregon

Oct 2 19 63

TO J.M. Arenz Const. & State Highway Dept.

ADDRESS

CITY STATE

TERMS Cat D6 Rental @$12.00 Per Hr.

Date		Inv. No.		Rate	Hrs.	Amt.	
July	20	Inv. No.	122-48	12.00	9½	114	00
"	22	"	122-49	12.00	4	48	00
"	23	"	122-50	12.00	10	120	00
"	24	"	124-1	12.00	10	120	00
"	25	"	124-2	12.00	11¼	135	00
"	26	"	124-3	12.00	10	120	00
"	27	"	124-4	12.00	10	120	00
"	29	"	124-5	12.00	9½	114	00
"	30	"	124-6	12.00	8	96	00
"	31	"	124-7	12.00	8	96.00	
Aug	1	"	124-8	12.00	10	120	00
"	2	"	124-9	12.00	8½	102	00
		Total Amt. Due				$3370	50

GRAYLINE FORM S1649 U.S.A.

STATEMENT

FROM Wayne D. Loomis

Box 1193 Newport, Oregon #97365

October 19 63

TO J.E. Arens Construction--%State Highway Dept.

ADDRESS

CITY STATE

TERMS Cat D6 Rental @ $12.00 Per Hr.

Date	Inv. No.		Hr.	Amt.
	Highway #20 Slide Area Job Toledo-Siletz Area.			
June 19	Inv. No.	122-27	12.00-9½	$114.00
" 20	"	122-28	12.00 6	72.00
" 24	"	122-29	12.00 9¼	111.00
" 25	"	122-30	12.00 6½	78.00
" 26	"	122-31	12.00 1½	18.00
" 27	"	122-32	12.00 7	84.00
" 27	"	"		10.50
" 28	"	122-33	12.00 1½	18.00
		June Bal Due		$505.50

GRAYLINE FORM S1649 U.S.A.

STATEMENT

FROM Wayne D. Loomis

Box 1193 Newport, Oregon #97365

October 19 63

TO J.M. Arenz Construction--State Highway Dept.

ADDRESS

CITY STATE

TERMS Cat D6 Rental @ $12.00 Per Hr.

Date	Inv. No.		Hr.	Amt.
	Highway #20 Slide Area Job Toledo-Siletz Area.			
June 19	Inv. No.	122-27	9½	$114.00
" 20	"	122-28	6	72.00
" 24	"	122-29	9¼	111.00
" 25	"	122-30	6½	78.00
" 26	"	122-31	1½	18.00
" 27	"	122-32	7	84.00
" 27	"	"		10.50
" 28	"	122-33	1½	18.00
		June Bal Due		$505. 50

STATEMENT

FROM Wayne D. Loomis,

Box 1193 Newport, Oregon #97365

Oct. 2 19 63

TO J. M . Arenz Const. % State Highway Dept.

ADDRESS

CITY STATE

TERMS Cat D6 Rental @$12.00 Per Hr.

Date		Inv. No.	Rate	Hrs.	Amt.	
June	Balance				$505	50
July	1	Inv. No. 122-34 @$	12.00	9½	114	00
"	2	" 122-35	12.00	9½	114	00
"	3	" 122-36	12.00	9½	114	00
"	5	" 122-37	12.00	10½	126	00
"	6	" 122-38	12.00	9¼	111	00
"	9	" 122-39	12.00	5½	66	00
"	11	" 122-40	12.00	10½	126	00
"	12	" 122-41	12.00	10½	126	00
"	13	" 122-42	12.00	8	96	00
"	15	" 122-43	12.00	9	108	00
"	16	" 122-44	12.00	9½	114	00
"	17	" 122-45	12.00	8	96	00
"	18	" 122-46	12.00	10½	126	00
"	19	" 122-47	12.00	10	120	00

GRAYLINE FORM S1649 U.S.A.

STATEMENT

FROM Wayne D. Loomis

Box 1193 Newport, Oregon #07365

Oct. 2 19 63

TO J. M. Arenz Const. % State Highway Dept.

ADDRESS

CITY STATE

TERMS Cat D6 Rental @$12.00 Per Hr.

Date	Inv. No.	Rate	Hrs.	Amt.
June	Balance			$505 50
July 1	Inv. No. 122-34	12.00	9½	114 00
" 2	" 122-35	12.00	9½	114 00
" 3	" 122-36	12.00	9½	114 00
" 5	" 122-37	12.00	10½	126 00
" 6	" 122-38	12.00	9¼	111 00
" 9	" 122-39	12.00	5½	66 00
" 11	" 122-40	12.00	10½	126 00
" 12	" 122-41	12.00	10½	126 00
" 13	" 122-42	12.00	8	96 00
" 15	" 122-43	12.00	9	108 00
" 16	" 122-44	12.00	9½	114 00
" 17	" 122-45	12.00	8	96 00
" 18	" 122-46	12.00	10½	126 00
" 19	" 122-47	12.00	10	120 00

GRAYLINE FORM S1649

U.S.A.

RECEIVED
OCT 9 2 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
October 17, 1963

Jarvis Excavating
Box 435
Newport, Oregon

Gentlemen:

This will acknowledge receipt of your claim letter of October 10 stating that Arenz Construction Company, sub-contractor, owes you $159.50 for equipment rental.

From the description given, it appears this is in reference to the Acme Construction Company, contract No. 6064, for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

The United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

This project was approximately 73 per cent complete as of October 4, 1963.

We will advise the surety and contractor of the receipt of your claim letter. So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

Please let us know when your claim has been paid, so that we may clear our records.

File # 4035

FILED
OCT 1[illegible] 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Acme Construction Company
P. O. Box 9684
Portland 11, Oregon

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

Mr. Jackson
Mr. Simpson

STATE HIGHWAY COMMISSION
OREGON
OCT 1[illegible] 1963
RECEIVED

NOTED ON CARD

P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

Jarvis Excavating
Box 435
Newport, Ore.
10/10/63

Secretary;
Oregon State Hwy. Comm.

Dear Sir:

In hopes that you may be able to help me or at least furnish some advice , I ask your assistance on the following matter. On June 30,1963 and July 1, 1963 , I rented a piece of equipment with operator to one Arcan Construction Co. (1601 N.E. Columbia Blvd.) Portland , Ore. The agreed hourly rate was set @ $11.00 per hour, with 14½ hrs. time on the job-this amounted to $159.50 . In short I have been unable to collect from them - they being most evasive about the issue. Since I am a small contractor myself I know that State is quite strict about such matters and I would like to request the name of their bonding Co. so that I may inform them of the situation also. The location of this job, which is still under construction, is Toledo, Ore. or the new Toledo-Siletz highway. #6054
Any information regarding this matter will be appreciated.

Thank You,

Norman C Jarvis

NOTED
FLOYD [illegible]UERY

RECEIVED
OCT 11 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 16 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 11, 1963

Smith Transfer
Toledo,
Oregon

Attention: Mr. Rex W. Edmondson

Gentlemen:

This will acknowledge your claim letter of October 9 stating that Arena Construction Company, subcontractor, owes you $1,835.75 for materials and services between May 24, 1963 and October 5, 1963.

From the description given, this appears to be in reference to the Acme Construction Company Contract No. 6064 for grading, paving and structures of South Unit, Siletz-Toledo Section of Siletz Secondary Highway in Lincoln County.

The surety on this project is the United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland 4. We will advise them of the receipt of your claim letter.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing.

Please let us know when this claim has been paid so that we can clear our records.

File #4032

FILED
OCT 14 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

NOTED ON CARD

CWH:fkn
cc United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington
Attn: W. T. Atkins

STATE HIGHWAY COMMISSION
OREGON
RECEIVED

Victor S. Risley Company
223 Board of Trade Bldg.
Portland 4, Oregon

Hon. Howell Appling, Jr
Secretary of State

Note: Please acknowledge receipt of this claim on the enclosed copy of this letter.

October 9, 1963

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please be advised, we have furnished materials and services amounting to $1,835.75 for the Arens Construction Company between May 24, 1963, and October 5, 1963. None of the charges have been paid. Arens is a subcontractor for Acme Construction who holds the general contract for highway improvements on Oregon 229 (contract 6064).

Very truly yours,

SMITH TRANSFER

Rex W. Edmondson

Rex W. Edmondson

cc: United Pacific Ins.

RECEIVED
OCT 4 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 1, 1963

Toledo Tire Service
P. O. Box 636
Toledo, Oregon

Attention: Mr. John Jantzi

Gentlemen:

This is to acknowledge receipt of your claim letter of September 27 stating that Acme Construction Company and Arens Construction Company (subcontractor) owes you $595.41 for tire service rendered on the new portion of the Toledo Siletz Highway.

This appears to be in reference to the Acme Construction Company Contract No. 6064 for grading, paving and structure on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County. Our Construction Division informs us that this contract was approximately 72 per cent complete as of September 20.

The United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

We will advise the surety and the contractor that your claim letter has been received, and we will also forward your letter to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

File # 4029

FILED
OCT 1 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
C. W. Head, Assistant Secretary

RECEIVED
OCT 1 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

cc United Pacific Insurance Company
Acme Const. Co., P. O. Box 9684, Portland
Hon. Howell Appling, Jr. Secretary of State
Note: Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
OCT 2 1963
OREGON
STATE HIGHWAY COMMISSION

TOLEDO TIRE SERVICE

West Highway
Phone 336-2650

TOLEDO, OREGON
September 27, 1963

Acme Construction Co., Contractor

Arenz Contruction Co., Sub Contractor

Project No. 6064, Toledo, Oregon

Secretary State Highway Commission

Salem Oregon

Dear Sir:

This is to advise that Acme Construction Co, contractor, and Arenz Construction Co., sub contractors, on the new portion of Toledo Siletz highway, project no. 6064, is owing to Toledo Tire Service the sum of $595.41, for tire service rendered. All invoices were signed by project foreman.

Would like to file claim before final payment is paid.

If any further information is needed, please advise. Contact John Jantzi, Toledo Tire Service, PO Box 636, Toledo, Oregon

Sincerely,

TOLEDO TIRE SERVICE
John Jantzi

RECEIVED
SEP 30 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 19 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6064

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 11, 1963

Timber Supply Company
P. O. Box 152
Philomath, Oregon

Attention: Stanley Phelps
Bookkeeper

Gentlemen :

This will acknowledge receipt of your claim letter of September 4 stating that J. M. Arenz Construction Company (Sub-Contractor) owes you $300.04 for various supplies.

The claim states this is in reference to the Acme Construction Company, contract #6064, grading, paving, structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

We are forwarding your claim letter to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor of this action. File #4027

FILED
SEP 12 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

CNH:jf
cc: United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

NOTED ON CARD
de

Victor S. Risley Company
223 Board of Trade Building
Portland 4, Oregon

P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
SEP 19 1963
OREGON
STATE HIGHWAY COMMISSION

cme Construction Company
. O. Box 9684
Portland 11, Oregon

RECEIVED
SEP 12 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Hpn. Howell Appling, Jr.
ecretary of State
121 State Capitol Building
Salem, Oregon 97310

Commissioners

PHILOMATH PHONE, WAVERLY 9-5961
NIGHT PHONES: WAVERLY 9-5922
WAVERLY 9-4491

Timber Supply Co. - Loggers and Contractors Supplies

YOUNG RIGGING
SPLICING — SOCKETING

POST OFFICE BOX 152
PHILOMATH, OREGON

September 4, 1963

State of Oregon
Highway Department
Salem, Oregon

Attention: Floyd Query, Secretary

Gentlemen:

We are formally filing a claim against Contract No. 6064 on the South Unit of The Siletz-Toledo Highway, which involves the following:

Major Contractor - Acme Construction Company

Sub-Contractor - J. M. Arenz Construction Co.

Bonding Company Agent - Victor S. Risley Company

Our Claim is in the amount of Three Hundred Dollars and Four Cents ($300.04) against J. M. Arenz Construction Company for the following:

Wire Rope, Wind Machine, Parts, Stumping Powder, Caps and Misc. Small Items.

Thank you.

NOTED
FLOYD QUERY

Very truly yours,

TIMBER SUPPLY COMPANY

Stanley Phelps

Stanley Phelps
Bookkeeper

CC: Acme Construction Co.
J. M. Arenz Construction Co.
Victor S. Risley Company

RECEIVED
SEP - 6 1963
OREGON
STATE HIGHWAY COMMISSION

DEALER DUPONT EXPLOSIVES

FORM E-123X

RECEIVED
AUG 30 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

<-2041(10)

6064

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 28, 1963

J. H. Arenz
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Subject: Lily D. Kline
South Unit
Siletz-Toledo Section
Siletz Highway
Contract No. 6064

Dear Mr. Arenz:

We are in receipt of a letter from Lily D. Kline, P. O. Box 54, Toledo, Oregon, in which she alleges you have trespassed upon her property and done damages in the amount of $651.60.

She has asked us to force if necessary you to rectify the damage done. This we do not like to do and will do so only at a last resort. We would appreciate it very much if you would contact this lady and see if this matter can not be resolved peacefully and favor us with a report regarding the settlement.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:je
cc: Forest Cooper
Lloyd Shaw
W. E. Schwartz

FILED
FORREST COOPER

RECEIVED
AUG 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1963
FOR FILING
6064

August 23, 1963

Ms. Lily D. Kline
Post Office Box 54
Toledo, Oregon

Dear Ms. Kline:

This will acknowledge receipt of your August 15 letter which concerns a controversy between the Arens Construction Company and you relative to property situated adjacent to the Siletz-Toledo Section of the Siletz Highway in Lincoln County.

It is outside the jurisdiction of the Highway Department to attempt to pass judgment on or interfere in things of this kind. However, we will ask our Division Engineer to impress on the Arens Construction Company that they must contact you and work out a solution to this problem before the work is finished.

The prime contractor on this project is the Acme Construction Company, whose address is Box 715, Redmond, Washington. His surety is the United Pacific Insurance Company, 223 Board of Trade Building, Portland 4. The Arens Construction Company is the subcontractor and this office does not have a record of his surety. It is the prime contractor who is responsible to the Highway Commission for completing the work according to plans and specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrms

cc Mr. Forrest Cooper
Mr. Lloyd Shaw
Mr. R. D. Asburry - Please see that Arens is requested to contact Ms. Kline as soon as possible

REFERRED TO
Ivan
BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO
Forest Cooper
BY SECRETARY

August 15, 1963

State of Oregon
Highway Department
Salem, Oregon

RE: Right of way between highway 20 and Lincoln County Road # 551.

Gentlemen:

In 1962 the State Highway Department purchased a strip of land from me for highway right of way near the New Lincoln Hospital in Toledo.

When the transaction was made by your agent, Mr. Wilson, he assured me that my property outside the right of way would not be infringed upon or damaged in any way.

The bid contractor, Arenz Construction Co., has trespassed on the portion adjacent to the right of way and removed a considerable amount of earth, without my permission. This area had been levelled for a building site.

I have had the damages estimated and billed Arenz Construction Co. for $651.60.

Upon receipt of my bill, Mr. J.M. Arenz called and promised to come and go over the land and make restitution. Over a month has passed and he has not contacted me.

Mr. Schwartz of your department has gone over the area involved with me and said that he would contact Arenz Construction Co.and see if he could get them to correct the situation.

I have also talked to Mr. Wilson about the matter.

It is my opinion that your department is in a position to see thatrestitution is made prior to termination of your contract with Arenz Construction Co. Such irresponsible action of the contractor is also a reflection on the Highway Department.

Because of your position and indirect responsibility in this matter, I should not have to take this company to court for proper settlement.

This company apparently is gaining a reputation of not fulfilling its obligations, even under contract, without close checking. I presume the State Personnel in charge are insisting on proper construction and operation within the right of way, and I am requesting that they also force, if necessary, Arenz Construction Co. to rectify the damages done to my land immediately.

Please forward to me upon acknowledgement of this protest of trespass the name of the bonding company concerned with Arenz Construction Co. regarding the contract for the project of above mentioned right of way. Thank you.

Yours truly,

LILY D. KLINE

cc: Andrew Naterlin, Senator

RECEIVED
AUG 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1963
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

RECEIVED
AUG 5 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERRY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 31, 1963

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

CONSTRUCTION DIVISION
AUG 2 1963
NOTED

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 3 covering the paving of 4' shoulders in lieu of rock surfacing on the South Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County, Contract No. 6064 in connection with Federal-Aid Project No. S-204(10).

This agreement is being submitted to cover change in plans on the project. It is deemed advisable to pave the shoulders with Class "B" Asphaltic Concrete in lieu of crushed rock for better drainage and more economical maintenance. This will also conform to later standards adopted for the highway.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young
L. H. Young
Office Engineer

BPR approval not necessary - Secondary

FORM CD-14 (3-9-59) U.S. DEPT. OF COMM.
TRANSMITTAL SLIP
DATE 8/2/63
TO: State - Curtis Baker
REF. NO. OR ROOM, BLDG.
FROM: Cty Sur. Office BPR
REF. NO. OR ROOM, BLDG.

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME ABOUT THIS
- ☐ PLEASE ANSWER
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER OUR CONVERSATION
- ☐ PER YOUR REQUEST
- ☐ FOR YOUR APPROVAL
- ☐ FOR YOUR INFORMATION
- ☐ FOR YOUR COMMENTS
- ☐ SIGNATURE
- ☐ INVESTIGATE AND REPORT

COMMENTS:
Normal approval of BPR not required - JD

RECEIVED
JUN 20 1963
FOR FILING

Salem, Oregon
June 18, 1963

Contract 6064

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

With reference to Mr. Asburry's letter to you dated March 29 regarding paving shoulders, it appears this can be done within the project authorization.

If any up-to-date review of job conditions indicates that shoulder paving can be accomplished without running the project into the red, that no likelihood of claims being presented later exists, and the Bureau of Public Roads will participate in this change of plan; under these conditions proceed with shoulder paving as outlined by Mr. Asburry.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Loc. 181

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1963

SUBJECT: South Unit, Siletz-Toledo Section
Siletz Highway
Contract 6064

To:
Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Attention: Mr. G. L. Decker

The typical section shown on the plans for the subject contract is for two 11-foot asphaltic paved driving lanes with 4-foot gravel shoulders. This office proposes that a change order be made on this project, said change order to be that the 4-foot shoulders will be paved with 1½ inches of asphaltic concrete rather than left as gravel shoulders.

To do this would increase the asphaltic concrete by 1,800 tons, with a unit cost of $8.60 per ton making the additional cost of asphaltic concrete $15,480. By the elimination of 1½ inches of 3/4" - 0 material in shoulders, we would save $3,225, making a net additional cost for paved shoulders of $12,255. The present estimate of cost for this project is $599,953.68, compared with the original authorization of $600,136.31. The present estimate of cost includes the contingency amount of $24,005.45. If the project goes according to the present estimate, there is sufficient money in the contingency fund to make this change.

If you approve of this change order, will you please so advise and I will have the Resident Engineer prepare the necessary forms for same.

Info comes as per [illegible]
[illegible]

R. D. Asburry
Division Engineer

RDA:AM

Copy handed to Shaw 4-3-63 - He will discuss with Edwards and advise D

CONSTRUCTION DIVISION
RECEIVED
APR 1 1963
NOTED

RECEIVED
JUN 18 1963
FOR FILING

June 17, 1963

McCluskey & Macpherson
Attorneys at Law
P. O. Drawer A
Toledo, Oregon

Attention: Mr. Gordon L. Macpherson

Gentlemen:

Contract No. 6064, grading, paving, structures, South Unit, Siletz-Toledo Section of Siletz Highway, Lincoln Co.

Your letter of June 10, addressed to Mr. George C. Stephens, Public Records Section, Department of State, concerning the Bert Nolan claim filed against the subject contract, has been referred to this office.

The Acme Construction Company is the principal contractor on this contract, and the Arenz Construction Company is the subcontractor for the Acme Construction Company. The subcontractor is not required to furnish a bond to the State; this is required only of the principal contractor.

As requested, we are enclosing one copy of the contract and bond covering this project. Also enclosed are two additional copies of the performance bond.

Our Construction Division has on file a copy of a subcontract agreement between Arenz Construction Company and Acme Construction Company. Should you need a copy of that agreement, please let us know.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

Encls.

CWH:jmc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

June 13, 1963

COPY

Mr. Gordon L. Macpherson
McCluskey & Macpherson
Attorneys at Law
Ross Theater Building
P. O. Drawer A
Toledo, Oregon

#6064

Dear Mr. Macpherson:

Your letter of June 10, 1963, requesting copies of the bond filed by Arenz Construction Company is being respectfully referred to the Secretary of the Highway Commission, Highway Bldg., Salem 10, Oregon.

The bond is filed with the Highway Commission.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By

Public Records Section

GS:J
cc Secretary of the Highway Commission

RECEIVED
JUN 14 1963
OREGON
STATE HIGHWAY COMMISSION

McCLUSKEY & MACPHERSON
ATTORNEYS AT LAW
ROSS THEATER BUILDING • P. O. DRAWER A
TOLEDO, OREGON
TELEPHONE 336-2112

G. B. McCLUSKEY

GORDON L. MACPHERSON

June 10, 1963

#6064
Prime - Acme Constr. Co.
Sub J.M. Arenz

Mr. George C. Stephens
Public Records Section
Department of State
State of Oregon
Salem 10, Oregon

Re: Your file No. 3981-Bert Nolan

Dear Mr. Stephens:

You will recall my correspondence with you in the past regarding the claim of Mr. Nolan for services rendered on the Siletz-Toledo Highway construction.

It now appears that it will be necessary for us to institute action for the payment of this claim. I would appreciate receiving from your office at least three copies of the bond filed by Arenz Construction Co. taken from the United Pacific Insurance Co. If you do not have this bond in your files, please inform me of the proper office from which I may acquire copies of the bond. ✓

I would also appreciate receiving a copy of the construction contract entered into between Arenz Construction Co. and the State of Oregon for the construction of the Siletz-Toledo Highway. If, again, you do not have this contract in your files I would appreciate knowing of its whereabouts. ✓

We sincerely appreciate your assistance in this matter and would appreciate your early reply.

Sincerely,

Gordon L. MacPherson

GORDON L. MACPHERSON

GLM:bb

RECEIVED
MAY 29 1963
FOR FILING

May 28, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

We have received a letter, dated May 24, from Toledo Sand and Gravel Co., Toledo, informing us that J. M. Arenz Construction Co., subcontractor, have paid $1,000 on their past due account.

Our records indicate this to be in connection with State Highway Contract No. 6064 with Acme Construction Co., prime contractor, for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Acme Construction Co.
P. O. Box 715
Redmond, Or.

NOTED ON CARD

CWH:fp

May 28, 1963

Toledo Sand and Gravel Co.
Toledo
Oregon

Attention: Mr. Tom Dundas

Gentlemen:

Thank you for your letter of May 24 informing us that J. M. Arenz Construction Co., subcontractor, have paid you $1,000 on their past due account.

Our records indicate this to be in connection with State Highway Contract No. 6064 with Acme Construction Co., prime contractor, for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Commissioners

CWH:fp

NOTED ON CARD
dc

Toledo, Oregon
May 24, 1963

#6064

Oregon State Highway Department
Salem, 10, Oregon

Attention: Floyd Query, Secretary

Dear Sir:

In regard to our letter to you February 15, 1963 concerning J. M. Arenz Construction Co., Mr. Arenz came by our office yesterday and paid $1,000 on past due account. He said they will keep their account current for material needed during this summer.

We will keep you informed of any further change on this matter.

Yours very truly,

TOLEDO SAND AND GRAVEL CO.

Tom Dundas

Tom Dundas
Owner

Cec
please handle
76

NOTED
FLOYD QUERY

RECEIVED
MAY 27 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 12 1963

FORM E-30X—30M—10-62 46823

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1963

SUBJECT: South Unit, Siletz-Toledo Section
Siletz Highway
Contract 6064

To:
Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Attention: Mr. G. L. Decker

The typical section shown on the plans for the subject contract is for two 11-foot asphaltic paved driving lanes with 4-foot gravel shoulders. This office proposes that a change order be made on this project, said change order to be that the 4-foot shoulders will be paved with 1½ inches of asphaltic concrete rather than left as gravel shoulders.

To do this would increase the asphaltic concrete by 1,800 tons, with a unit cost of $8.60 per ton making the additional cost of asphaltic concrete $15,480. By the elimination of 1½ inches of 3/4" - 0 material in shoulders, we would save $3,225, making a net additional cost for paved shoulders of $12,255. The present estimate of cost for this project is $599,953.68, compared with the original authorization of $600,136.31. The present estimate of cost includes the contingency amount of $24,005.45. If the project goes according to the present estimate, there is sufficient money in the contingency fund to make this change.

If you approve of this change order, will you please so advise and I will have the Resident Engineer prepare the necessary forms for same.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
1 1963
NOTED CE ACE ACS COE

RECEIVED
FEB 26 1963
FOR FILING

February 26, 1963

United Pacific Insurance Company
Box 1216
Tacoma 1, Wn.

Attention: Mr. Robert L. Miller

Gentlemen:

Our Contract No. 6064, awarded to Acme Construction Co. for work on the Siletz-Toledo Section of the Siletz Highway in Lincoln County, is not yet completed.

The last estimate on this job, dated January 10, 1963, shows $130,392.72 total work performed, or approximately 25 percent of the contract amount of $513,324.50.

The retained percentage as of January 10, 1963, was $14,432.23.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

February 21, 1963

State Highway Department
State of Oregon
Salem 10, Oregon

Dear Sir:

United Pacific Bond B 116087
Principal, Acme Construction Company
Obligee, Oregon State Highway Commission
Contract No. 6064, Grading, Paving,
and Structures - South Unit,
Siletz-Toledo Section of Siletz
Highway in Lincoln County, Oregon

Your department has received four claims filed against the bond on this job. As surety for Acme Construction Company, we would appreciate your informing us of the status of the job including the percentage of completion of work required by the contract and the amount of funds paid to the contractor and the amount of retainage and balance of contract to be completed by the contractor. Your usual prompt reply will be greatly appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller

Robert L. Miller
Claim Supervisor

RLM:cm

RECEIVED
FEB 25 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 21 1963
FOR FILING

COMMISSIONERS
GLEN [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6064

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 19, 1963

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim letter dated February 15, 1963, for filing in the amount of $1,168.50 received from Toledo Sand and Gravel Company, Toledo, for material and truck time furnished to J. M. Arenz Construction Company (subcontractor).

This appears to be in connection with the Acme Construction Company Contract No. 6064 for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

The United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED ON CARD
dc

Att.

File #3995
FILED
FEB 20 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 2[illegible] 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 20 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 19 1963
FOR FILING

February 19, 1963

Toledo Sand & Gravel Company
Box 277
Toledo, Oregon

Attention: Mr. Tom Dundas, President

Gentlemen:

This is to acknowledge receipt of your claim letter of February 15 stating that J. M. Arenz Construction Company owe you $1,168.50 for material and truck time furnished on Contract No. 6064.

From the description in your letter, this appears to be in reference to the Acme Construction Company, Contract No. 6064, for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County. This contract is now shutdown for the winter and is approximately 28% complete. The estimated completion date is August 1, 1963.

The United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, Oregon, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor of this action.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

cc Commissioners

CWH:fkn

February 19, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: Mr. W. T. Atkins

Gentlemen:

A claim letter dated February 15, 1963, has been received from Toledo Sand and Gravel Company, Toledo, advising that J. M. Arenz Construction Company (subcontractor) owes them for material and truck time in the amount of $1,168.30.

This appears to be in reference to the Acme Construction Company Contract No. 6064 for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy for your file.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Victor S. Risley Company
223 Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

Acme Construction Company
Box 715
Redmond, Washington

CWH:fkn

Toledo, Oregon
February 15, 1963

Oregon State Highway Department
Salem 10, Oregon

Attention: Floyd Query, Secretary

Dear Sir:

In July 1962, this company, Toledo Sand and Gravel Co., was asked by Jack Arenz of the J. M. Arenz Const. Co., what the price of pit run gravel would be delivered on the job (Job 6014) which is the highway relocation project between Siletz and Toledo. We gave him a price of $2.00 per yard which was agreeable to him with the stipulation that the Resident Engineer in Newport (Wendell Schwartz) approved the material. This material was used as a base whenever the contractor was required to sub-excavate in culvert placement. The material was okayed and we began delivering in late July 1962. We delivered 50 yards in July - 290 yards in Sept. - 78 yards in Oct. - 140 yards in Nov.- 20 yards in Dec. making a grand total of 578 yards. At the price quotation of $2.00 per yard the material came to $1,156.00 plus one hour truck time @$12.50 making a total of $1,168.50.

This letter is being written on Feb. 15, 1963 after discussing with you the procedure for protecting ourselves from non-payment by the contractor.

As of this date we have billed them the first of every month and since the first of the year we have called their office at least four times asking for full or partial payment of the bill or a reason for non-payment and the only satisfaction we have received to this date is the very unrewarding promise of the bookkeeper at Arenz Const. Co. that he will have Jack Arenz write me a letter. I guess the next step I can take is to send him pencil and paper so he can write me a letter. So far, no explanation and nothing has been paid on the bill since the start of the job in July 1962. Do you think we have been patient enough? If so, please file this with Mr. Appling's office to insure payment of this bill on completion of job.

Thank you.

RECEIVED
FEB 1 3 1963
OREGON
STATE HIGHWAY COMMISSION

Yours very truly,

TOLEDO SAND AND GRAVEL CO.

Tom Dundas

Tom Dundas
Pres.

RECEIVED
FEB 20 1963
FOR FILING

6190

Salem, Oregon
February 19, 1963

Mr. Forrest Cooper
State Highway Engineer
B u i l d i n g

Attached is a copy of the agreement reached at a meeting held in Klamath Falls on February 6, 1963, in regard to the construction of the South Klamath Falls Interchange structure - our Contract No. 6190.

Also attached is a copy of a letter from Tom Lillebo, the contractor, agreeing to the methods of construction as outlined and to the terms of the agreement.

The representatives of the Pacific Power and Light Company and the Bureau of Reclamation were satisfied with the agreement.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachments

RECEIVED
JAN 17 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 16, 1963

Hon. Howell Appling, Jr.
Secretary of State
State Capitol
Salem, Oregon

Attention: Mr. George Stephens
Public Records Section

Gentlemen:

Attached for filing is a claim, received from Karl K. Kappel, Gleneden Beach, in the amount of $1,500 for labor and equipment rental furnished during June, 1962, to Arens Construction Company, subcontractor, on the South Unit, Siletz-Toledo Section Project.

The claim states this is in reference to the Acme Construction Company Contract No. 6064, for grading, paving and structures on the South Unit, Siletz-Toledo Section of Siletz Secondary Highway, Lincoln County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMM.

NOTED ON S W
JC

File # 3993
FILED
JAN 17 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 17 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

January 16, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: Mr. W. T. Atkins

Gentlemen:

A claim, dated January 15, 1963, has been received from Karl K. Kappel, Gleneden Beach, advising that Arens Construction Company, subcontractor, owes him for labor and equipment rental in the amount of $1,500.

This appears to be in connection with the Acme Construction Company Contract No. 6064, for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Highway, Lincoln County.

We have forwarded a copy of this claim to the Secretary of State for filing. Attached is a copy for your records.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc
cc: Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Acme Construction Company
Box 715
Redmond, Washington

Mr. Karl K. Kappel
Gleneden Beach, Oregon

G. L. Jackson
D. B. Simpson

Noted on card
1/16/63 jmc

FORM E-122

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 15, 1963

Mr. Karl K. Kappel came into the Secretary's Office today and dictated the following concerning a claim he has against State Highway Contract No. 6064:

Claim of Karl K. Kappel, Gleneden Beach, Oregon, in the amount of $1,500 for labor and equipment rental furnished during June, 1962, in clearing right of way on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County, State Highway Contract No. 6064. Work was performed as a subcontractor to Arenz Construction Company who in turn was subcontracting to Acme Construction Company, Box 715, Redmond, Washington, the principal contractor.

The surety on this contractor is United Pacific Insurance Company, through its agent, Victor S. Risley Company, 223 Board of Trade Building, Portland 4, Oregon.

RECEIVED
JAN 15 1963
OREGON
STATE HIGHWAY COMMISSION

Karl K. Kappel

1-15-63

Karl K. Kappel — Klamath, Beach Etc

Claim for $500 for clearing r/w on Contract 6064. Work done in June 1962 as sub Contr to Acme Construc Co who was sub for Acme Construc Co.
Claim covers labor, eqpt rental.

RECEIVED
JAN 15 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 11 1962
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6064

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 5, 1962

The Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Att: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $1,420.20 received from E. A. White Co. for parts furnished to the J. M. Arenz Construction Co. (subcontractor).

This appears to be in reference to the Acme Construction Co. contract #6064 for grading, paving, and structures on the South Unit, Siletz-Toledo Section of the Siletz Secdy. Highway in Lincoln County.

The United Pacific Insurance Co., through Victor S. Risley Co., 223 Board of Trade Bldg., Portland 4, Oregon, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HWY. COMMISSION

CH:al
encl.

ENTERED ON CARD

File #3983

FILED
DEC - 6 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC - 7 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 6 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

RECEIVED
DEC 5 1962
FOR FILING

December 5, 1962

E. A. White Co.
P. O. Box 188
Newport, Oregon

Gentlemen:

This will acknowledge receipt of your claim letter of November 30, 1962, stating that the J. M. Arena Construction Co. (subcontractor) owes you for parts in the amount of $1,420.20.

This claim appears to be in reference to the Acme Const. Co. Contract #6064 for grading, paving, and structures on the South Unit, Siletz-Toledo Section of the Siletz Seedy. Highway in Lincoln County.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor of this filing.

Very truly yours,

Secretary
OREGON STATE HWY. COMMISSION

CH:al

NOTED ON CARD A.L.

December 5, 1962

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma 1, Wash.

Att: Mr. W. T. Athins

Dear Sir:

A claim letter dated November 30, 1962 has been received from E. A. White Co., Newport, Ore. advising that J. M. Arena Construction Co. (subcontractor) owes them for parts in the amount of $1,420.20.

This appears to be in connection with the Acme Construction contract #6064 for grading, paving, and structures on the South Unit, Siletz-Toledo Section of the Siletz Scody. Highway in Lincoln County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HWY. COMMISSION

CH:al
encl.

Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

Acme Const. Co.
Box 715
Redmond, Washington

Glenn L. Jackson

David B. Simpson

NOTED ON CARD

E. A. WHITE CO.

DISTRIBUTOR OF
GOODYEAR and FIRESTONE TIRES
International Trucks, Tractors, Farm Equipment
P. O. BOX 188 NEWPORT, OREGON

November 30, 1962

State of Oregon
Department of Hiways
Salem, Oregon.

Attn: Truck Weight Insp. Co.

Gentlemen:

The J. M. Arenz Construction Company of Portland, Oregon, purchased parts from us while subcontracting under Acme Paving Company on the Siletz-Toledo Highway project, in the amount of $1420.20, none of which has been paid.

We wish to submit this to you within the time limit so that we may be protected under the Miller act.

Yours very truly,

E. A. White Company

P. S. Please acknowledge receipt of this letter.

OAW.s
Certified mail

RECEIVED
DEC - 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 5 1962
FOR FILING

December 5, 1962

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma 1, Wash.

Att: Mr. W. T. Atkins

Dear Sir:

Attached is a copy of a claim in the amount of $880.00 which has been filed with the Secretary of State by Bert Nolan for tractor rental and wages for work performed for Arena Construction Co. (subcontractor).

From the description in the claim, this appears to be in connection with the Acme Construction Co. Contract #6064 for grading, paving, and structure on the South Unit, Siletz-Toledo Section of the Siletz Seedy. Highway in Lincoln County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HWY. COMMISSION

CH:al
cc:
Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

Acme Const. Co.
Box 715
Redmond, Washington
Glenn L. Jackson
David B. Simpson

NOTED ON CARD

Nov 29, 1962
Bert Nolan
Rt 1 Box 676
Toledo Oregon

File # 3981

FILED
DEC - 3 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

To Secretary of State:

Notice hereby is given that the undersigned (Bert Nolan) has a claim for Tractor rental and wages operating the Tractor for the sum of $880.00 Preformed for Arenz Construction Company. on the Siletz - Toledo Section South unit on the Siletz Secondary Highway in Lincoln County.

The Sum of $880.00 against the bond taken from

The United Pacific Insurance Co.

Through Victor S. Risley Company
223 Board of Trade Building
Portland 4, Oregon

RECEIVED
DEC 3 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

Bert Nolan

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

December 3, 1962

*6064

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Bert Nolan, Rt. 1 Box 676, Toledo, Oregon and filed as of this date, a notice of claim by same for tractor rental and wages operating the tractor for the sum of $880.00, performed for Arenz Construction Company on the Siletz-Toledo Section South Unit on the Siletz Secondary Highway in Lincoln County, against the bond taken from The United Pacific Insurance Co., through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo A Stephens
Public Records Section

GS:FK
Enc.

NOTED
FLOYD QUERY

Geo, please reply
JC

RECEIVED
DEC - 4 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
NOV 27 1962
FOR FILING
6064

November 26, 1962

United Pacific Insurance Company
415 Southwest 10th Avenue
Portland 5, Oregon

Gentlemen:

We have received a letter dated November 19 from Mr. Bert Nolan stating that Arens Construction Company owes him $800.00 in connection with road work between Toledo and Siletz.

This appears to be in connection with the Acme Construction Company, contract no. 5064 grading-paving-structures South Unit, Siletz-Toledo Section on the Siletz Secondary Highway in Lincoln County.

Our Construction Division informs us that Arens Construction Company is a sub-contractor to Acme Construction Company on this contract.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: Victor S. Risley Company
223 Board of Trade Building
Portland 4, Oregon

Acme Construction Company
Box 715
Redmond, Washington

Mr. Glenn L. Jackson

Mr. David B. Simpson

NOTED ON CARD
AL

November 26, 1962

Mr. Bert Nolan
Route 1, Box 676
Toledo, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of November 19 informing us that Arenz Construction Company owes you $880.00 for road work between Toledo and Siletz. From the description in your letter this appears to be in connection with the Acme Construction Company, contract no. 6064 grading-paving-structures South Unit, Siletz-Toledo Section on the Siletz Secondary Highway in Lincoln County.

Our Construction Division informs us that Arenz Construction Company is listed as a sub-contractor on this contract. This project was approximately 28% complete as of November 16.

The United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and surety for such payment. If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within 6 months after the contract has been accepted by the State Highway Commission.

Attached are Excerpts from the Oregon Laws outlining the filing procedures. In the meantime, this information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

It is possible that you might wish to file this claim also with the State Bureau of Labor. Should you desire to take this action, their mailing address is 115 Labor and Industries Building, Salem 10.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachment

NOTED ON CARD
M.L

: Arenz Construction Co.
7604 N.E. Columbia Blvd
Portland

Nov 19, 1962
Bert Nolan
Rt 1 Box 676
Toledo, Oregon

#6064

Dear Sir.

I worked for Arenz Construction Co. on the road between Toledo + Siletz this last spring.

They payed me a little money but just keep promising to pay me at a later date.

When the time comes they just ~~to~~ tell me they'll pay at another date. I know they recived a check for $6000 Nov 10, 1962 when they promised to pay me in full.

They owe me $880.00 and I'm wondering if you could help me collect it or tell me who to see

We have promised to pay on our Bill too but can't get the money to live on or pay our bills.

We have Six small Children so we need the money badly —

Sincerely, Bert Nolan

NOTED
C. W. HEAD

RECEIVED
NOV 15 1962
FOR FILING

November 14, 1962

United Pacific Insurance Company
415 Southwest Tenth Avenue
Portland 5, Oregon

Attention: Mr. Wesley C. Thompson
Bond Manager

Gentlemen:

This is in reply to your letter of October 31 concerning the payment status on several Pomo Construction Company contracts.

The information which you requested on these contracts is as follows:

Contract No. 6061
August Estimate $110,000.00 ------ Retainage, None
Date of Warrant: October 5, 1962
September Estimate $16,000.00 ------ Retainage, None
Date of Warrant: October 29, 1962
Estimate cut-off date: 5th of each month.

Contract No. 6111
August Estimate $40,000.00 ------- Retainage $4,000.00
Date of Warrant: October 4, 1962
September Estimate $87,990.00 ------ Retainage $2,799.55
Date of Warrant: November 2, 1962
Estimate cut-off date: 10th of each month.

Contract No. 6119
August Estimate $20,000.00 ------- Retainage $2,091.10
Date of Warrant: October 4, 1962
September Estimate $83,960.00 ------ Retainage $6,796.11
Date of Warrant: November 9, 1962
Estimate cut-off date: 5th of each month

In Divisions I, IV and V the estimate cut-off date is the 5th of each month, and in Divisions II and III the estimate cut-off date is the 10th of each month.

We hope this will give you the necessary information in checking the contractor's Financial Statement.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkr

Portland Branch • 415 Southwest Tenth Avenue • Portland 5, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

October 31, 1962

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

Re: Acme Construction Co. - Redmond, Washington
O.S.H.C. Contract No. 6061
O.S.H.C. Contract No. 6064
O.S.H.C. Contract No. 6119

Dear Floyd:

Because of the type of information I am looking for, I am doing this by letter rather than our usual inquiry form. We have a September 30, 1962 financial statement on the captioned construction firm and the three contracts shown in caption are shown in this statement as estimates, but from the information I get from the agent the figures given are actually for work performed in August rather than September, so in order to clarify the situation and be able to give Acme full credit for all monies due them, I would be most appreciative if you could give us certain information.

I will list the amounts shown and then, Floyd, if you could it would be of great help to us, give us the amounts of money due Acme for August work and the date on which this money was paid. Also include in this, although as a separate item, the amount of retention, and then if you would do the same for September work. As I understand it, the estimate date or cut-off date is somewhere between the 1st and 5th of the month, which would indicate to me that on August work the estimate would have been dated somewhere around September 5, which would further indicate to me that if true, then that money for the earned estimates would have been paid prior to September 30, but perhaps I am in error in this assumption. Any clarification you

United Pacific Insurance Group

can possibly give us regarding the foregoing will be certainly appreciated. If I have not made myself too clear and it would not be too much of an imposition, please call me collect at the number shown on the letterhead and I will attempt to further clarify it.

My sincere thanks for your help.

The amounts shown on the financial statement are:

Contract No. 6061.	$116,294.15
Contract No. 6064.	$ 42,193.82
Contract No. 6119.	$ 22,448.65

Very truly yours

Wesley C. Thompson
Bond Manager

WCT: jm

6061 = Div. 4 (5th)

6064 = Div. 2 (10th)

6119 = Div 1 & 2 (5th)

Divisions
1-4-5
5th

Divisions
2-3
10th

#6061
Aug. Est. $116,523.56 — Retainage, None
Date of Warrant Oct. 3, 1962
Sept. Est. 16,092.65 — Retainage, None
Date of Warrant Oct. 29, 1962
Est. cut off date: 5th of each month

#6064
Aug. Est. 42,193.82 — Def. 4,638.20
Date of Warrant Oct. 4, 1962
Sept. Est. 25,505.48 — Def. 2,398.55
Date of Warrant Nov. 1, 1962

#6119 Aug. Est. 22,448.65 — Def. 2,414.30
Date of Warrant Oct. 2, 1962
Sept. Est. 63,028.45 — Def. 6,796.11
Date of Warrant Nov. 1, 1962

RECEIVED
NOV - 1 1962
OREGON
STATE HIGHWAY COMMISSION

11-8-62

RECEIVED
SEP 21 1962
FOR FILING

6064

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1962

SUBJECT: Telephone Line Adjustment
S. Unit, Siletz-Toledo Section
Siletz Highway - Lincoln County
Project S-204(10)

To: Mr. J. D. Walker
Division Engineer

OFFICE

Attached are three (3) copies of the estimate and sketch map submitted by the Pacific Northwest Bell Telephone Company for the adjustment of its facilities on this project.

Please prepare and submit a State Force Order for the work.

A copy of this estimate is being sent to Mr. H. C. Johnson, DMS for District 2-C.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh
Attachments

cc: General Files
H. C. Johnson

FORM E-123X 100M 4-62

RECEIVED
SEP 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6664

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 20, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

ATTENTION: Mr. M. E. Bousha

Re: Telephone Line Adjustment
S. Unit, Siletz-Toledo Section
Siletz Highway
Lincoln County
Project S-204(10)
Your: RO 76946 and 44536, Toledo

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on the above section has been reviewed by the State and you are hereby authorized to proceed with the work as of September 19, 1962.

This estimate has been approved as a lump sum agreement under the condition that you will submit an estimate detailed in the form required by PPM 30-4, paragraph 7-e(3). This states that the estimate must be detailed to show man-hours by class and rate, equipment by type, size and rate, materials and supplies by items and price which will give a clear understanding of the work proposed. Also, payroll additives and other overhead factors must be shown individually with a statement of what is included in each.

You will be paid the sum of $2,480.00 upon the completion of the work and the receipt of your bill in the lump sum amount submitted through our Resident Engineer. This bill must show the beginning and ending dates of the work.

Before starting work on the project it is requested that you do the following:

1. Contact Mr. H. C. Johnson, District Maintenance Superintendent, District 2-C, P. O. Box 110, Corvallis, Oregon, Phone PL. 3-5210, in regard to obtaining a permit when crossing, locating or relocating on the highway right of way.

2. Contact Mr. Wendell E. Schwartz, Resident Engineer, P. O. Box 37, Newport, Oregon, Phone AM. 5-7391, three (3) days before starting work.

Please submit your revised estimate at your earliest convenience.

Very truly yours,

F. D. Morgan
Construction Engineer

By C. A. Baker

for T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: General Files
L. H. Young
C. H. Matson
J. D. Walker
Wendell Schwartz (Res. Eng.)
H. C. Johnson

RECEIVED
SEP 10 1962
FOR FILING
6064

September 18, 1962

Mr. Karl Kappel
Gleneden Beach
Oregon

Dear Mr. Kappel:

This is to acknowledge receipt of your letter of September 10 concerning the filing of a claim against Acme Construction Company on Contract No. 6064.

Our records indicate this to be the Acme Construction contract for grading, paving and structures on the South Unit, Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

We might explain that the United Pacific Insurance Company through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, has furnished the performance bond for this contract. The bond is given to assure completion of the contract and payment of all bills incurred in the contract. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

Our Construction Division informs us that this contract was approximately 20% complete as of September 14.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Should you desire to file a claim, we are attaching excerpts from the Oregon Laws which outlines the filing procedure.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:fkn

Glendon Beach, Ore
Sept. 10, 1962

Sec. of State
Highway Commission
Salem, Oregon

Dear Sir:

Would you please tell me how to file a claim againts the estimates of Acme Construction Co. Contract # 6064-

Yours truly,
Karl Kappel

RECEIVED
SEP 11 1962
OREGON
STATE HIGHWAY COMMISSION

Contract 6064

RECEIVED
AUG 13 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY ESTIMATE SECTION NO.

FORM PR-2 (REV. 8-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE: Oregon

COUNTY: Polk

PROJECT REPORT NO.: 5

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

PROJECT NO.: U-322(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.R. 22 to Patterson St. W. Salem

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-3-61	1.096
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,729,658.00	$ 1,048,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By S. V. Corey
ASSISTANT State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

August 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the West Salem Section, Project No. U-322(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

For L. H. Young
Office Engineer

RNC:mmb

July 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Salem Section, Project No. U-322(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHC:bb

Oregon State Highway Department

Federal-Aid
Project No. I-322(5)

WEST SALEM SECTION OF THE

WILLAMETTE-SALEM HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 23, 1962

Type Code 6202
Roadway (Sta. 1282+00 to Sta. 1339+86.77 - 76+41.29)(Contract 6046)

Clearing and Grubbing	All Required (75%)		$112,500.00
Drainage Excavation, Unclass.	1,640 cu.yd.	$2.00	3,280.00
Embankment in Place	913,000 cu.yd.	0.50	456,500.00
Loose Riprap	17,500 cu.yd.	3.00	52,500.00
Finishing Roadbed and Slopes	All Required (75%)		2,250.00
Rounding Outbanks	350 lin.ft.	0.20	70.00
12-inch Concrete Pipe	35 lin.ft.	2.00	70.00
18-inch Concrete Pipe	200 lin.ft.	3.75	750.00
10-inch Corrugated Metal Pipe	630 lin.ft.	2.50	1,575.00
12-inch Corrugated Metal Pipe	365 lin.ft.	2.80	1,022.00
18-inch Corrugated Metal Pipe	760 lin.ft.	3.75	2,850.00
30-inch Corrugated Metal Pipe	220 lin.ft.	7.50	1,650.00
36-inch Corrugated Metal Pipe, 10 Gage, Under Railroad	75 lin.ft.	14.00	1,050.00
54-inch Corrugated Metal Pipe	35 lin.ft.	20.00	700.00
8-inch Sewer Pipe	700 lin.ft.	2.00	1,400.00
12-inch Sewer Pipe	415 lin.ft.	3.00	1,245.00
15-inch Sewer Pipe	410 lin.ft.	4.00	1,640.00
18-inch Sewer Pipe	120 lin.ft.	4.50	540.00
6-inch Rigid-Type Drain Pipe	90 lin.ft.	1.50	135.00
6-inch Perforated Rigid-Type Drain Pipe	1,460 lin.ft.	1.60	2,336.00
6-inch Perforated Metal Drain Pipe	25 lin.ft.	1.75	43.75
8-inch Metal Drain Pipe	380 lin.ft.	2.00	760.00
Special Backfill in Drains	40 cu.yd.	5.00	200.00
1-1/2 inch Electrical Conduit	170 lin.ft.	1.25	212.50
Concrete Inlets, Type "C"	23 only	125.00	2,875.00
Concrete Inlets, Type "D"	1 only	150.00	150.00
Concrete Inlets, Type "CC"	4 only	150.00	600.00
Concrete Manholes	9 only	250.00	2,250.00
Concrete Curbs	395 cu.yd.	50.00	19,750.00
Concrete Surfacing	600 sq.yd.	5.00	3,000.00
Concrete in Islands	16 cu.yd.	50.00	800.00
Metal Guard Rail	10,250 lin.ft.	2.30	23,575.00
Metal Median Barrier	1,425 lin.ft.	4.00	5,700.00
Guide Posts, M-1	65 only	6.00	390.00
Guide Posts, M-2	65 only	7.00	455.00
Guide Posts, M-3	1 only	7.90	7.90
Coarse Crushed Material in Base	19,200 ton	1.85	35,520.00
3/4" - 0 Material in Base	6,800 ton	2.10	14,280.00
Sprinkling	490 M-gal.	3.50	1,715.00
SS-1 Asphalt in Sprinkling	6,700 gal.	0.25	1,675.00

Preparation of Base	All Required	(75%)		$ 1,875.00
3/4" - 0 Material in Binder Course	360	cu.yd.	$4.15	1,494.00
MC-250 Asphalt	55	ton	62.00	3,410.00
Class "B" Asphaltic Concrete	9,800	ton	6.25	61,250.00
Asphaltic Concrete Traffic Markers, Type L	270	lin.ft.	1.00	270.00
Illumination Installation Removal	All Required			125.00
Shoring, Cribbing, etc.	All Required	(35%)		28,000.00
Structural Excavation	718	cu.yd.	5.00	3,590.00
Structural Excavation Below Elevation Shown	39	cu.yd.	10.00	390.00
Class "A" Concrete (1,018 cu.yd.)	All Required	(24%)		55,200.00
Metal Reinforcement (149,100 lb.)	All Required	(18%)		16,560.00
Removal of Existing Sign Installation	All Required	(90%)		90.00
Overhead Sign Structures	All Required	(79%)		15,664.91
Sign Support Structure	All Required			1,150.00
Traffic Signal Revision Complete	All Required			1,850.00
Wood Sign Posts	All Required	(46%)		471.90
Type "C", "D" and "E" Signs in Place	209	sq.ft.	3.25	679.25
Type "I" Signs in Place	16	sq.ft.	3.30	52.80
Type "J" Signs in Place	4	sq.ft.	5.90	2,360.00
Type "A" Signs in Place	632	sq.ft.	6.95	4,392.40
				$954,560.21

Flagging (57½% of Contractor's Cost)	All Required	(80%)	$ 8,000.00
Seeding and Mulching	All Required		700.00
Signing (Temporary)	All Required	(80%)	400.00
Extra Clearing	All Required		10,000.00
			$ 19,100.00

Utilities

Work by Salem Electric Co.	All Required		$ 1,084.00
Work by Keizer Water System	All Required		491.28
			$ 1,575.28

Subtotal		$ 975,235.49
10% Engr. & Cont.		97,523.51
	Total	$1,072,759.00

Type Code 1531
[illegible] (Br. [illegible])(Sta. 1283+77 to Sta. 1289+86)(Contract 5046)

Shoring, Cribbing, etc.	All Required	(55%)		$ 44,000.00
Structural Excavation	1,400	cu.yd.	$5.00	7,000.00
Structural Excavation below Elevation Shown	50	cu.yd.	10.00	500.00
Furnish 10" BP 42# Steel Piling	1,600	lin.ft.	4.00	6,400.00
Drive Steel Piles	20	only	100.00	2,000.00
Splice Steel Piles	5	only	50.00	250.00

Furnish Treated Timber Piling	15,637	lin.ft.	$1.30	$ 20,328.10
Drive Timber Piles	459	only	35.00	16,065.00
Class "A" Concrete (2,024 cu.yd.)	All Required		(48%)	110,400.00
Metal Reinforcement (475,500 lb.)	All Required		(58%)	53,360.00
Structural Steel (801,000 lb.)	All Required		(87%)	173,130.00
Metal Parapet Railing	1,020	lin.ft.	4.00	4,080.00
8-inch Metal Drain Pipe	130	lin.ft.	4.00	520.00
				$438,033.10

Item Code K220
Approx O'xing (Br. #2055)(Sta. 1289+04.5 to Sta. 1289+33.5)(Contract 4046)

Structural Excavation	440	cu.yd.	$5.00	$ 2,200.00
Structural Excavation below Elevation Shown	10	cu.yd.	10.00	100.00
Furnish Treated Timber Piling	5,432	lin.ft.	1.30	7,061.60
Drive Timber Piles	194	only	35.00	6,790.00
Class "A" Concrete (577 cu.yd.)	All Required		(14%)	32,200.00
Metal Reinforcement (100,000 lb.)	All Required		(12%)	11,040.00
				$ 59,391.60

Item Code K231
Southbound Interchange (Br. #0981)(Sta. LH 1314+30.85 to LH 1315+57.85)
(Contract 4046)

Shoring, Cribbing, etc.	All Required		(10%)	$ 8,000.00
Structural Excavation	135	cu.yd.	$5.00	675.00
Structural Excavation below Elevation Shown	5	cu.yd.	10.00	50.00
Furnish Treated Timber Piling	7,320	lin.ft.	1.30	9,516.00
Drive Timber Piles	178	only	35.00	6,230.00
Class "A" Concrete (564 cu.yd.)	All Required		(14%)	32,200.00
Metal Reinforcement (90,000 lb.)	All Required		(12%)	11,040.00
Structural Steel (125,000 lb.)	All Required		(13%)	25,870.00
Preparation of Slopes	165	sq.yd.	2.00	330.00
Concrete Slab Riprap	165	sq.yd.	9.00	1,485.00
8-inch Metal Drain Pipe	65	lin.ft.	4.00	260.00
				$ 95,656.00

Utility Work
Work by Western Union Tel. Co. All Required $ 4,426.00

Subtotal	$597,506.70
10% Engr. & Cont. **	59,750.30
Total	$657,257.00

Length of Roadway - - - - - - - 0.953 Mile
Length of 3 Structures- - - - 0.143 Mile
Total Length- - - - - - - - - - 1.096 Miles
Cost of Roadway Per Mile- - - $1,809,034.68

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,072,401.00	$ 675,090.00	$397,311.00
Structures	657,257.00	372,910.00**	284,347.00
	$1,729,658.00	$1,048,000.00	$681,658.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

*Note: BPR letter of January 12, 1962 limits Federal-Aid participation on access structure (Br. #9055) to cost of frontage road and access rights in amount of $16,878.00 in lieu of structure.

	Total Participating	Federal Funds
Access O'xing	$ 16,878.00	$ 10,790.00
2 Structures	591,926.00	372,910.00
	$608,804.00	$383,700.00

** Southern Pacific Co. inspection and engineering included.

WEST SALEM SECTION

PROJECT NO. U-322(5)

Estimated cost of work by Western Union Telegraph Co.

Labor		$3,105.00
Material		910.00
Equipment		430.00
Contingencies		30.00
Salvage Credit		- 48.00 Cr.
		$4,425.00

Estimated cost of work by Marion Water System.

Labor, Material, etc.		Lump Sum	$1,965.14
U-322(5) $\frac{150'}{600'}$ - 25%		Use	$ 491.28
F-325(5) $\frac{450'}{600'}$ - 75%		Use	$1,473.86

Estimated cost of work by the Salem Electric Co.

Sta. 1258:00

Labor	$ 94.40

Sta. 1256:00

Taxes, Ins., etc.	$ 62.21
Transportation	31.11
Materials	322.56
Labor	311.09
Equipment	162.90
Salvage Credit	-89.21 Cr.
	$ 800.26

Sta. 1315:01

Labor	$ 199.91
Salvage Credit	-10.55 Cr.
	$ 189.36

Total	$1,084.02
Use	$1,084.02

Oregon State Highway Department

Federal Aid
Project No. U-322(5)

WEST SALEM SECTION OF THE

WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, February 2, 1962

Type Code 6202
Roadway (Sta. 1282+00 to Sta. 1339+86.77 = 76+45.29)

Clearing and Grubbing	All Required (75%)			$ 15,000.00
Drainage Excavation, Unclassified	1,640 cu. yds.	$	3.00	4,920.00
Embankment in Place	913,000 cu. yds.		0.65	593,450.00
Loose Riprap	17,500 cu. yds.		4.00	70,000.00
Finishing Roadbed and Slopes	All Required (75%)			1,875.00
Rounding Cutbanks	350 lin. ft.		0.20	70.00
12-inch Concrete Pipe	35 lin. ft.		2.50	87.50
18-inch Concrete Pipe	200 lin. ft.		4.50	900.00
10-inch Corrugated Metal Pipe	630 lin. ft.		3.00	1,890.00
12-inch Corrugated Metal Pipe	365 lin. ft.		3.75	1,368.75
18-inch Corrugated Metal Pipe	760 lin. ft.		5.00	3,800.00
30-inch Corrugated Metal Pipe	220 lin. ft.		10.00	2,200.00
36-inch Corrugated Metal Pipe, 10 Gage Under Railroad	75 lin. ft.		20.00	1,500.00
54-inch Corrugated Metal Pipe	35 lin. ft.		30.00	1,050.00
8-inch Sewer Pipe	700 lin. ft.		2.50	1,750.00
12-inch Sewer Pipe	415 lin. ft.		3.00	1,245.00
15-inch Sewer Pipe	410 lin. ft.		3.50	1,435.00
18-inch Sewer Pipe	120 lin. ft.		4.00	480.00
6-inch Rigid-Type Drain Pipe	90 lin. ft.		1.50	135.00
6-inch Perforated Rigid-Type Drain Pipe	1,460 lin. ft.		1.50	2,190.00
6-inch Perforated Metal Drain Pipe	25 lin. ft.		2.00	50.00
8-inch Metal Drain Pipe	380 lin. ft.		2.50	950.00
Special Backfill in Drains	40 cu. yds.		6.00	240.00
1 1/2-inch Electrical Conduit	170 lin. ft.		2.00	340.00
Concrete Inlets, Type "G"	23 only		100.00	2,300.00
Concrete Inlets, Type "D"	1 only		90.00	90.00
Concrete Inlets, Type "CG"	4 only		110.00	440.00
Concrete Manholes	9 only		350.00	3,150.00
Concrete Curbs	395 cu. yds.		40.00	15,800.00
Concrete Surfacing	600 sq. yds.		5.00	3,000.00
Concrete in Islands	16 cu. yds.		40.00	640.00
Metal Guard Rail	10,250 lin. ft.		2.50	25,625.00
Metal Median Barrier	1,425 lin. ft.		3.75	5,343.75

Guide Posts, M-1	65	only		$ 6.75	$ 438.75
Guide Posts, M-2	65	only		7.50	487.50
Guide Posts, M-3	1	only		8.00	8.00
Coarse Crushed Material in Base	19,200	tons		1.60	30,720.00
3/4" - 0 Material in Base	6,800	tons		1.70	11,560.00
Sprinkling	490	M-gals.		2.50	1,225.00
SS-1 Asphalt in Sprinkling	6,700	gals.		0.25	1,675.00
Preparation of Base	All	Required	(75%)		450.00
3/4" - 0 Material in Binder Course	360	cu. yds.		4.00	1,440.00
MC-250 Asphalt	55	tons		40.00	2,200.00
Class "B" Asphaltic Concrete	9,800	tons		6.25	61,250.00
Asphaltic Concrete Traffic Markers, Type L	270	lin. ft.		1.00	270.00
Illumination Installation Removal	All	Required			175.00
Shoring, Cribbing, etc.	All	Required	(35%)		7,000.00
Structural Excavation	718	cu. yds.		5.00	3,590.00
Structural Excavation Below Elevation Shown	39	cu. yds.		8.00	312.00
Class "A" Concrete(1018 cu.yds. at $70.00)	All	Required	(24%)		71,260.00
Metal Reinforcement (149,100 lbs. at $0.13)	All	Required	(18%)		19,383.00
Removal of Existing Sign Installation	All	Required	(90%)		360.00
Overhead Sign Structures	All	Required	(79%)		11,178.50
Sign Support Structure	All	Required			750.00
Traffic Signal Revision Complete	All	Required			2,000.00
Wood Sign Posts	All	Required	(46%)		368.00
Type "C", "D" and "R" Signs in Place	209	sq. ft.		4.00	836.00
Type "E" Signs in Place	16	sq. ft.		4.50	72.00
Type "J" Signs in Place	4	sq. ft.		8.00	32.00
Type "A" Signs in Place	632	sq. ft.		7.50	4,740.00
					$ 997,095.75
Flagging (57½% of Contractor's Cost)	All	Required	(80%)		8,000.00
Seeding and Mulching	All	Required			700.00
Signing (Temporary)	All	Required	(80%)		400.00
Extra Clearing	All	Required			10,000.00
					$ 19,100.00
Utilities					
Work by Pacific N.W. Bell Tel Co.	All	Required			$ 350.00
Work by Salem Electric Co.	All	Required			800.00
Work by Portland General Electric Co.	All	Required			100.00
					$ 1,250.00
	Subtotal				$1,017,445.75
	10% Engr. & Cont.				101,744.25
	Total				$1,119,190.00

Type Code X531
S.P.R.R. O'xing (Br. #8889) (Sta. 1283+77 to Sta. 1289+86)

Shoring, Cribbing, Etc.	All Required	(55%)			$ 11,000.00
Structural Excavation	1,400	cu. yds.	$	5.00	7,000.00
Structural Excavation Below Elevation Shown	50	cu. yds.		8.00	400.00
Furnish 10" BP 42# Steel Piling	1,600	lin. ft.		5.00	8,000.00
Drive Steel Piles	20	only		75.00	1,500.00
Splice Steel Piles	5	only		40.00	200.00
Furnish Treated Timber Piling	15,637	lin. ft.		1.50	23,455.50
Drive Timber Piles	459	only		50.00	22,950.00
Class "A" Concrete (2024 cu.yds. at $70.00)	All Required	(48%)			141,680.00
Metal Reinforcement (475,500 lbs. at $0.13)	All Required	(58%)			61,815.00
Structural Steel (801,000 lbs. at $0.26)	All Required	(87%)			208,260.00
Metal Parapet Railing	1,020	lin. ft.		5.50	5,610.00
6-inch Metal Drain Pipe	130	lin. ft.		4.00	520.00
					$ 492,390.50

Type Code X220
Access O'xing (Br. #9055) (Sta. 1289+04.5 to Sta. 1289+31.5)

Structural Excavation	440	cu. yds.		5.00	2,200.00
Structural Excavation Below Elevation Shown	10	cu. yds.		8.00	80.00
Furnish Treated Timber Piling	5,432	lin. ft.		1.50	8,148.00
Drive Timber Piles	194	only		50.00	9,700.00
Class "A" Concrete (577 cu.yds. at $70.00)	All Required	(14%)			40,390.00
Metal Reinforcement (100,000 lbs. at $0.13)	All Required	(12%)			13,000.00
					$ 73,518.00

Type Code X231
Basement Interchange (Br. #8981) (Sta. LW 1314+30.85 to LW 1315+57.85)

Shoring, Cribbing, etc.	All Required	(10%)			2,000.00
Structural Excavation	135	cu. yds.		5.00	675.00
Structural Excavation Below Elevation Shown	5	cu. yds.		8.00	40.00
Furnish Treated Timber Piling	7,320	lin. ft.		1.50	10,980.00
Drive Timber Piles	178	only		50.00	8,900.00
Class "A" Concrete (564 cu.yds. at $70.00)	All Required	(14%)			39,480.00
Metal Reinforcement (90,000 lbs. at $0.13)	All Required	(12%)			11,700.00
Structural Steel (125,000 lbs. at $0.26)	All Required	(13%)			32,500.00
Preparation of Slopes	165	sq. yds.		1.50	247.50
Concrete Slab Riprap	165	sq. yds.		6.00	990.00
8-inch Metal Drain Pipe	65	lin. ft.		4.00	260.00
					$ 107,772.50

Work by Southern Pacific Co.	All Required	$ 6,375.00
Work by Western Union Tel. Co.	All Required	4,426.00
	Subtotal	$ 684,482.00
	10% Engr. & Cont.	68,448.00
	Total	$ 752,930.00

Length of Roadway	0.953 Mile
Length of 3 Structures	0.143 Mile
Total Length	1.096 Mile
Cost of Roadway Per Mile.	$1,174,386.14

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,119,190.00	$ 705,000.00	$ 414,190.00
Structure	752,930.00	434,000.00*	318,930.00
	$1,872,120.00	$1,139,000.00	$ 733,120.00

* Note: BPR letter of January 12, 1962 limits Federal Aid participation on access structure (Br. #9055) to cost of frontage road and access rights in amount of $16,878.00 in lieu of structure.

	Total Participating	Federal Funds
Access O'xing	$ 16,878.00	$ 10,790.00
2 Structures	672,061.00	423,210.00
	$688,939.00	$434,000.00

WEST SALEM SECTION

PROJECT NO. U-322(5)

Estimated cost of work by Western Union Telegraph Co.

Labor	$3,105.00	
Material	910.00	
Equipment	430.00	
Contingencies.	30.00	
Salvage Credit	-49.00	Credit
	$4,426.00	

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1962

SUBJECT: Indentures of Access
Files 33242, 44, 45 and 46
S. Unit, Siletz-Toledo Section
Siletz Highway
Lincoln County

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached are indentures of access in the above numbered files, which have been approved by this office. The changes in the locations of the points of access are made because of topography, and to obtain more suitable service to the properties involved.

Your approval of these indentures is recommended.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachments

cc: W. T. Wright

AUG 6 1962

NOTED
R. L. PORTER

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FORM E-30X—80M—6-61—36622

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1962

SUBJECT: Power Line Adjustment
S. Unit, Siletz-Toledo Section
Siletz Highway
Lincoln County
Project S-204(10)

To:
Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

Attached you will find three copies of the estimate and sketch map submitted by the Central Line Peoples Utility District for the adjustment of its facilities on this project.

Please prepare and submit a State Force Order for the work.

A copy of the estimate and sketch map is being sent to Mr. H. C. Johnson, D.M.S. District 2-C.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp

Enc.

cc General Files
H. C. Johnson

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COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6064

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 31, 1962

Central Lincoln Peoples Utility District
204 S. E. Coast Highway
Newport, Oregon

ATTN: Mr. R. J. Snyder

Power Line Adjustment
S. Unit, Siletz-Toledo Section
Siletz Highway
Lincoln County
Project S-204(10)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State. You are hereby authorized to proceed with the work as of July 25, 1962.

This estimate has been approved as a lump sum agreement in accordance with the terms of PPM30-4, paragraph 7e(3). You will be paid the sum of $797.87 upon completion of the work, and the receipt of your bill in the lump sum amount forwarded through our resident engineer.

Before starting work on the project it is requested that you do the following:

1- Contact Mr. H. C. Johnson, D.M.S. for District 2C, P.O. Box 110, Corvallis, Oregon, Phone PL 3-5210 in regard to obtaining a permit or revising original permits if locating on crossing the highway right of way.

2- Contact Mr. Wendell R. Schwartz, resident engineer, P. O. Box 37, Newport, Oregon, Phone AM 5-7391 two days before starting work on the project.

cc: J. D. Walker
L. H. Young
C. H. Maison
W. R. Schwartz
H. C. Johnson
General Files

Very truly yours,

F. D. Morgan
Construction Engineer

by

T. W. Litchfield
Utilities Liaison Engineer

PS:db

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6064

July 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2, covering the substitution of corrugated metal for concrete pipe on the South Unit, Silets - Toledo Section of the Silets Highway in Lincoln County, Contract No. 6064, in connection with Federal-Aid Project No. S-204(10).

Some of the areas, designed to be drained with 18" concrete pipe, are low and swampy. The foundation is not sufficient to hold the concrete pipe and it is proposed to substitute corrugated metal pipe where necessary.

The contractor will install the corrugated metal at the price for concrete so there will be no increase in the project cost. Explanation and justification for the price are contained in the attached copies prepared by our Chief Cost Analyst. The substitution will result in a better installation.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

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6064

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 16, 1962, on Contract No. 6064, South Unit, Siletz-Toledo Section, in Lincoln County, in connection with Federal-Aid Project Number S-204(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

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COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6064

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 2, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6064, awarded April 13, 1962, to Acme Const. Co., for grading-paving-structures on the South Unit of the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

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COMMISSIONERS
FOR FILING

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6064

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

May 2, 1962

Acme Construction C .,
Box 715
Redmond
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6064, awarded April 13, 1962, for grading-paving-structures on the South Unit of the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 24 1962
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

6064

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1962

Acme Construction Co.,
Box 715
Redmond
Washington

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6064, awarded April 13, 1962, for grading-paving-structures on the South Unit of the Silets-Toledo Section of the Silets Secondary Highway in Lincoln County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 3, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

PS: Just a reminder to have your signature read the same as your name is given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
J. D. Walker
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6064

April 13, 1962

Acme Construction Co.,
Box 718
Redmond
Washington

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6064 for the following project:

Grading-paving-structures on the South Unit of the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

This award was based on your bid of $313,324.50 which was the low bid submitted to the Commission on April 11, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED
APR 1 1962

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1962

To: Mr. L. I. Lindas
Chief Counsel
BUILDING

Attention: Mr. Joseph Hershberger

SUBJECT: Pacific Northwest Bell Telephone Co.
Telephone Line Adjustment
S. Unit, Siletz-Toledo Section
Siletz Highway
Lincoln County
Project S-204(10)

Bids are to be opened on this project on April 11, 1962. A telephone line owned by the Pacific Northwest Bell Telephone Company, 410 N. E. Clackamas Street, Portland 12, is in conflict with the new construction in the following locations and must be adjusted, removed or relocated.

A telephone line between Station 276 and Station 285 contacted on power poles on private property.

A telephone line crossing in the vicinity of Station 406 contacted on power poles on private property.

A telephone line crossing in the vicinity of Station 449 contacted on power poles on private property.

A telephone line crossing in the vicinity of Station 468 contacted on power poles on private property.

A telephone line crossing in the vicinity of Station 489 contacted on power poles on private property.

A telephone line crossing the "A" Line in the vicinity of Station 11 located on public road right of way.

It is the obligation of the State to reimburse the company for the cost of adjusting their facilities located on private property. It is the obligation of the company to adjust their facilities located on public road right of way without reimbursement.

In view of the above, it is recommended that the company be requested to submit an estimate and sketch map of the reimbursable work in accordance with PPM 30-4. The State will then obtain the authority to proceed with the work and will notify the company when such authority is obtained.

NOTED
O. S. HANSON

Mr. Wendell E. Schwartz, State Maintenance Building, Bradshaw and Jefferson Street, Newport, is the resident engineer on the project. Mr. H. C. Johnson, P. O. Box 110, Corvallis, is D.M.S. for District 2-C.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp

cc G. S. Paxson

RECEIVED
APR 1 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1962

SUBJECT: Central Lincoln P.U.D.
Power Line Adjustment
S. Unit, Siletz-Toledo Section
Siletz Highway
Lincoln County
Project S-204(10)

To:
Mr. L. I. Lindas
Chief Counsel
BUILDING

Attention: Mr. Joseph Hershberger

Bids are to be opened on this project on April 11, 1962. Power lines owned by the Central Lincoln P.U.D are in conflict with the proposed new construction in the following locations and must be adjusted, relocated or removed.

1. A power line between Station 278 and Station 285 on private property under the terms of an easement to the West Coast Power Company, recorded in Lincoln County Deed Records, Book 77, Page 441.

2. A power line crossing in the vicinity of Station 406 located on private property under the terms of an easement recorded in Book 77, Page 457, Lincoln County Deed Records in favor of West Coast Power Company

3. A power line crossing in the vicinity of Station 450 located on private property under the terms of an easement granted to the West Coast Power Company recorded in Book 77, Page 463, Deed Records, Lincoln County.

4. A power line crossing in the vicinity of Station 468 located on private property under an easement to West Coast Power Company recorded in Lincoln County Deed Records, Book 77, Page 453 and Book 150, Page 574.

5. Two power service poles in the vicinity of Station 471 located on private property under an easement to West Coast Power Company recorded in Lincoln County Deed Records, Book 77, Page 453, Book 77, Page 461 and Book 85, Page 352.

6. A power line crossing in the vicinity of Station 489 located on private property under an easement to West Coast Power Company recorded in Lincoln County Deed Records, Book 77, Pages 460 and 455.

It is the obligation of the State to reimburse the company for the cost of adjusting their facilities located on private property.

In view of the above, it is recommended that the company be requested to prepare and submit an estimate and sketch for the adjustment of their

NOTED

facilities in accordance with PPM 30-4. The State will then obtain the authority to proceed with the work and will notify the company when such authority is obtained.

Mr. Wendell E. Schwartz, Maintenance Station, Bradshaw and Jefferson Street, Newport, is resident engineer on the project. Mr. H. C. Johnson, P. O. Box 110, Corvallis, is D.M.S. for District 2-C.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp

cc G. S. Paxson

23-8324 Brogan Hill Rock Prod. Proj., 1962
John Day Hwy., northwest of
#6065 Vale

RECEIVED
JUL 19 1962
FOR FILING

July 19, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6165, awarded to N. A. Toole Const. Co., for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County.

This contract was completed on May 31, 1962, and was accepted by the Highway Commission on June 29, 1962. Final payment in the amount of $816.34 will be released to the contractor on or after July 26, 1962. The total contract amount is $23,444.57 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: N. A. Toole Const. Co.,
1235 SW 2nd Avenue
Ontario
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Final

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 8, 19 62

Section Brogan Hill Rock Production Project

Kind of work Rock Production

Highway John Day County Malheur

Section prefix 23-8324

Contractor N.A. Toole Const. Co.

Contract number 6065

Date of contract April 13, 19 62

Specified work days 60

Date work started April 19, 19 62

Work days used 20

Project authorization . . . . . $ 24,806.25

Exclusive of engineering . . . . $ 23,042.25

Per cent of time elapsed 33.3 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 23,444.57

Estimated per cent overrun . . . . . 1.7 %

Per cent of contract completed, based on estimated cost . . . . . 100% %

Engineering authorization . . . . $ 1,764.0

Engineering cost to date $ 1,745.0, 98.9 %

Date project was completed ....., 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Price agreement to purchase reject material was initiated & transmitted. Semi-Final estimate was completed this week and sent to Division Office.

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 11 1962

Noted
M. N. J.C.

Signed E. S. Thompson

E. S. Thompson, Resident Engineer

Address Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			9,000		
Total quantities corrected to date			9,521.66		
Estimated quantities moved or placed to date			9,521.66		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Fair Cloudy		
Thursday	Fair Cloudy		
Friday	Fair		
Saturday			

RECEIVED
MAY 4 1962
FOR FILING

COMMISSIONERS
L. L. [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6065

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 4, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6065, awarded April 13, 1962, to N. A. Toole Const. Co., for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 3 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
B. S. PAYSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

N. A. Toole Const. Co.,
1235 SW 2nd Avenue
Ontario
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6065, awarded April 13, 1962, for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 27 1962
HIGHWAY ENGINEER

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. STRADLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST CORNELL
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 26, 1962

N. A. Toole Const. Co.,
1235 SW 2nd Avenue
Ontario
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6065, awarded April 13, 1962, for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 2, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

cc: L. H. Young
A. F. Parson
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

23-F321

6065

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

S. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1962

N. A. Toole Construction
1235 SW 2nd Avenue
Ontario
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6065 for the following project:

Brogan Hill Rock Production Project on the John Day Highway in Malheur County.

This award was based on your bid of $22,050.00 which was the low bid submitted to the Commission on April 11, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-5-5(25) Signing Install. on Hayes- 1962
250 ville-Judkins Pt. Sec., (Salem
#6066 to Eugene), Pacific Hwy.

RECEIVED
FEB 5 - 1965
FOR FILING

FORM E-30 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
D E P A R T M E N T

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert N Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM E-90 REH 9-61 62216

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1965

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. George Rohde
XXXXXXXXXXXXXXXXXXXX
Chief Counsel
D E P A R T M E N T

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace ~~these signs or parts thereof~~ in accordance with the terms of the guarantee:

SECTION Hayesville-Judkins Point
HIGHWAY Pacific I-5
CONTRACT NO. 6066 GUARANTEE NO. ~~V Porcelain, II~~ Lamination
CONTRACTOR Traffic Safety Supply Co.

MANUFACTURER California Metal Enameling Co.
6904 E. Slauson Ave.
Los Angeles, Calif.

DATE MANUFACTURED Feb. 1962

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE REPORTED
2	S 175	296+25	SUNNYSIDE TURNER	April 1964
5 1/	S 176	539+00	JEFFERSON EXIT ½ MILE	April 1964
11	S 176	Interchange	SALEM TURNER	April 1964
3	S 177	575+50	ANKENY HILL	September 1963
2	S 180	747+50	HOEFER RD	September 1963

1/ Previously reported as failing as part of Sign No. 4 at Sta. 329+00 on Sunnyside Interchange

Fading and discoloration are the cause of all reported failures.

RNB:nk

R. N. Bothman
Sign Engineer

ORIGINAL SIGNED BY R. N. BOTHMAN

cc: Tom Edwards
Traffic Engineer
Maintenance Engineer
Division Engineer Div. II

RECEIVED
MAR 10 1964
FORM E-30 SOH 3-63 49607
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1964

SUBJECT:

To: Mr. Tom Edwards
Assistant State Highway Engineer
D E P A R T M E N T

Five SLOWER TRAFFIC KEEP RIGHT signs were installed between Salem and Eugene on Contract No. 6066. The sign south of the Brownsville Road Overcrossing for northbound traffic is one of these five signs.

SLOWER TRAFFIC KEEP RIGHT can be used as required to maintain orderly use of traffic lanes according to the Uniform Manual.

Robert N. Bothman

R. N. Bothman
Sign Engineer

RNB:nk

cc: E. S. Hunter

Copies sent 3-9-64
Can't these signs may be used only on freeways or roadway carrying traffic in excess of 6 lanes?
Albany

NOTED
TOM EDWARDS

RECEIVED
MAR 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 - 1963
FORM E-60
FOR FILING

I-5-5 (2) 350

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 18, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
D E P A R T M E N T

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION ~~Hayesville - Judkins Point~~

HIGHWAY ~~Pacific I-5 & US 99E~~

CONTRACT NO. ~~6066~~ GUARANTEE NO. ~~Y Porcelain; II Lamination~~

CONTRACTOR ~~TrafficSafety Supply~~

MANUFACTURER ~~California Metal Enameling Co.~~

~~6904 E. Slauson Ave.~~

~~Los Angeles, Calif.~~

DATE MANUFACTURED ~~Feb. 1962~~

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE

Discussed w/ R.F. 11-25

SEE ATTACHED SHEET

noted Edwards

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Division II

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

November 18, 1963

Defective Porcelain Enamel Signs on Contract 6066

SIGN NO.	TED DWG.NO.	STATION	MESSAGE	FAILURE
3	S 175	306+20	SUNNYSIDE	Delamination of Lower Panel
4	S 175	329+00	SUNNYSIDE EXIT 1/2 MILE	Excessive fading of Top panel
D-1-60	S 175	302+10	E X I T	Spalling
5	S 176	539+00	TURNER EXIT 1/2 MILE	Excessive Fading of Top Panel
3	S 177	575+50	ANKENY HILL	Excessive fading of top panel
4	S 177	602+00	ANKENY HILL EXIT 1/2 MILE	EXCESSIVE FADING of Top Panel
2	S 180	747+50	HOEFER RD.	Excessive Fading of entire sign
7	S 181	Interchange	ALBANY-SALEM	Excessive Fading of entire sign
3	S 182	894+00	ALBANY 5 EUGENE 46	Trim Molding Spalled
2	S 183	963+00	MURDER CR. EXIT 1/2 MILE	TRim Molding Spalled
3	S 183	975+85	VIEWCREST	Trim Molding Spalled
4	S 183	984+00	MURDER CR.	Trim Molding Spalled
5	S 183	1002+00	VIEWCREST EXIT 1/2 MILE	Trim Molding Spalled

COMMERCIAL PRODUCTS
HIGHWAY SIGNS
ARCHITECTURAL PRODUCTS
ADVERTISING IDENTIFICATION SIGNS

CALIFORNIA METAL ENAMELING COMPANY
6904 EAST SLAUSON AVENUE · LOS ANGELES 22, CALIFORNIA · RAYMOND 3-6351

October 3, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem 10, Oregon

Attention: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Dear Mr. Cooper:

We have your letter of September 26, requesting written porcelain enamel and laminated panel guarantees for various projects.

We will send, immediately, to the contractors involved the required, written guarantees, so your files may be completed.

Yours very truly,

Le Roy Walker
Highway Products Division

LRW/jh

RNB:nk jw

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1963

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
D E P A R T M E N T

Written guarantees for porcelain enamel are required for all contracts involving signs which were awarded on July 28, 1961 or later. A search through the files for these written guarantees indicates that these documents have not been submitted for the contracts indicated on the attached suggested draft.

While we have not experienced any trouble with Cameo's replacement program to date, having the written guarantee in our file may be necessary for future enforcement.

Therefore, I suggest that Cameo be required to supply the written guarantees as per the contract specifications.

Robert N. Bothman

R. N. Bothman
Sign Engineer

RNB:nk

attachment

FORM E-123X 100M 4-62

RECEIVED
COMMISSIONERS
APR 4 - 1963
FOR FILING

GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FINDLEY, VICE CHAIRMAN
WESTON
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6666

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 3, 1963

Traffic Safety Supply
2324 S. E. Umatilla
Portland, Oregon

Gentlemen:

A recount by our Resident Engineer, of the steel piling used on the Hayesville-Judkins Point signing project, revealed that only 76 piling had been driven. Our final estimate included payment for 83 steel piling.

Our invoice No. 78371 in the amount of $434 represents an overpayment on these items. We would appreciate your check in this amount in order to close the file on this project.

Very truly yours,

C. H. Maison
Auditor

CHM:jc

cc: P. M. Stephenson
Ivan Merchant
John Herr

NOTED
P. M. STEPHENSON

RECEIVED
APR 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 4 1963
FOR FILING

6066

January 4, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On December 5, 1962, you were notified of the release of final payment on contract #6066, awarded to Traffic Safety Supply Co., for sign installation on the Hayesville-Judkins Pt. Section of Pacific Highway in Marion-Linn-Lane Counties.

Final payment on this contract is $9,926.34 and the total contract amount is $73,847.76. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Traffic Safety Supply Co.,
2324 SE Umatilla Street
Portland 2
Oregon

cc: C. H. Malson

RECEIVED
DEC 6 1962
FOR FILING
6666

December 5, 1962

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1246
Tacoma, Wash.

Gentlemen:

Contract #6066 awarded to Traffic Safety Supply Co., contractor, for sign installation on the Hayesville-Judkins Pt. Section of the Pacific Highway in Marion-Linn-Lane Counties, was completed Nov. 15, 1962 and accepted by the Highway Commission on the same date.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before December 12, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HWY. COMMISSION

ml
cc:
Traffic Safety Supply Co.
2324 SE Umatilla St.
Portland 2, Oregon

R. L. Porter
L. H. Young
~~L. D. Nicholas~~
C. H. Maison

NOTED ON CARD
AL

RECEIVED
DEC 5 1962
FOR FILING
6066

December 4, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed November 15 on Contract No. 6066. The contract was with the Traffic Safety Supply Company and was for work on the Hayesville-Judkins Point Sign Installation on the Pacific Highway in Marion, Linn, and Lane Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 15, 1962, and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JAN 7 1964

FORM E-30 50M 6-61 30681

FOR FILING

6066

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 23, 1962

SUBJECT:

To: Mr. P. M. Stephenson
Asst. State Highway Engineer

OFFICE

Traffic Safety Supply Company completed work on Hayesville-Judkins Point Sign Installationon the Pacific Highway in Marion, Linn and Lane Counties, Contract No. 6066, on November 15, 1962. This contract is ready for acceptance by the Commission.

This is a Federal-aid Project. We have a statement from the BPR to the affect that they have made final inspection on the contract work and are accepting that part of the project as complete.

Ivan D. Merchant
Bridge Engineer

CAG:dl
cc: Floyd Query
D. B. Parkes

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1962

To:

Mr. F. B. Crandall
Traffic Engineer
O F F I C E

SUBJECT: Delimeation and Signing
Hayesville-Judkins Point
Sign Contract No. 6066

I am returning herewith your request for additional delineation in the vicinity of the Battle Creek Interchange and the revision of the route shields to present-day Interstate standards, which work you requested to be done under Contract No. 6066.

This material was received in the Bridge Division office on November 19, this a.m. I regret to inform you that this work cannot be done under Contract 6066 as our contractor completed all work under his contract on November 15, and it will not be possible to bring him back for this additional work.

I would suggest that this work be done by State forces or delayed until some future sign contract in this area at which time the work involved can be included.

Ivan D. Merchant
Bridge Engineer

IDM/ms
Attached

cc: Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
NOV 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
November 15, 1962

SUBJECT: Signing
Hayesville-Willamette River Section
Sign Contract No. 6066

To: Ivan D. Merchant
Bridge Engineer
B U I L D I N G

The attached prints show the proposed installation of route shields at various locations throughout the above mentioned section.

The installation of these route shields is necessary in order to bring the existing Interstate signing up to present standards on this section of freeway. The recent revisions in the Interstate Signing Manual call for the installation of these route shields. The estimated cost for installing these route shields is $775.

Mr. Edwards has suggested that this work be accomplished under this contract. This additional signing has not yet received the approval of the Bureau of Public Roads.

Would you please have these signs installed under the afore mentioned contract.

F. B. Crandall
Traffic Engineer

DRA:sm
Attachment
cc: Tom Edwards
R. D. Asburry
L. R. Chandler
G. L. Clark

NOV 13 1962

RECEIVED
NOV 20 1962

FORM E-30X—50M—9-62 45909

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
November 15, 1962

SUBJECT: Delineation
Hayesville-Judkins Pt. Section
Signing Contract No. 0066

To: Ivan D. Merchant
Bridge Engineer
B U I L D I N G

It has been brought to our attention that the delineation in the vicinity of the Battle Creek Interchange on the above mentioned section is substandard. In as much as the signing contract includes work in this area and does include the installation of guide posts from Illahee to Murder Creek, it is requested that the delineation at the Battle Creek Interchange be cared for under this contract. This will involve the installation of fifteen W-1, twenty-six Y-2 and one Y-3 guide post.

The estimated cost for this work is $240.

This work has the preliminary approval of the Bureau of Public Roads.

F. B. Crandall
Traffic Engineer

DRA:sm
Attachments
cc: Tom Edwards

NOV 19 1962

RECEIVED
AUG 29 1962
FORM E-20X—50M—8-62 49060
FOR FILING
6666

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

August 23, 1962

SUBJECT: Approval of Porcelain Enamel Samples
Porce-Alum Company
Alliance, Ohio

To:

MEMO TO THE FILE

This letter is to advise the file that Mrs. June Thomas of the Porce-Alums Company, Postoffice Box 266, Lake Park Blvd., Alliance, Ohio, was advised on Wednesday, August 22, 1962, that porcelain enamel samples, X-433 (blue) and X-456 (green) were approved for future usage on State signing contract projects.

Both the color and the gloss rating were approved by Mr. Crandall on the above mentioned date.

Samples of the color swatches mentioned above are on file in the Traffic Engineering Division.

L. E. George

L. E. George
Traffic Operations Engineer

LEG:mgm
cc: Tom Edwards
W. O. Widdows
G. W. Harra
W. R. Wheeler, Dept. of Finance and Administration

RECEIVED
AUG 27 1962
OFFICE OF

NOTED
TOM EDWARDS

RECEIVED
JUL 19 1962
FOR FILING

6066

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

July 17, 1962

SUBJECT: Sign Changes
Hayesville-Judkins Point Section
Pacific Highway No. 1 (I5)
Contract No. 6066

To:

I. D. Marchant
Bridge Engineer
B U I L D I N G

There is attached a suggested letter to the Resident Engineer on the above mentioned contract, to have the revision, indicated on the attached drawings, accomplished.

To have these plans changes made will require the approval of the Bureau of Public Roads. Also, the Bureau should be advised that upon completion of the contract, the cost of the original Type 'B' signs, which are to be delivered to the Milwaukie Maintenance Shop, will be credited to the contract. This credit will amount to $155.00.

Would you please request approval of the Bureau of Public Roads for making the changes shown on the two drawings attached, for their records.

Originated and signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

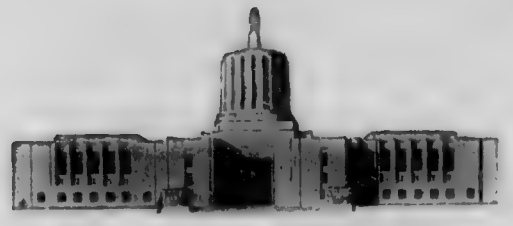
COPIED
TOM EDWARDS

DRA:mgm
Attachment
cc: Tom Edwards

RECEIVED
JUL 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 2, 1962

Mr. J. F. Stillwell
TRAFFIC SAFETY SUPPLY COMPANY
2324 S. E. Umatilla Street
Portland 2, Oregon

Dear Mr. Stillwell:

Attached is a copy of the working drawings for the Type 'A' and 'B' signs on the Hayesville-Judkins Point Section of Pacific Highway No. 1, Contract #6066. The working drawings have been checked and are approved as noted.

Only two sets of these drawings were submitted with your letter of June 11, 1962, instead of the three sets called for by the special provisions. Will you please submit one additional set so our records will be complete.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DFB:mgm
bc: Tom Edwards
J. D. Walker
L. L. Jensen
Ed Rief

Attachment

NOTED
TOM EDWARDS

RECEIVED
JUL 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1962
FOR FILING
6066

June 22, 1962

Miss June L. Thomas
Porce-Alume Company
P. O. Box 266
Alliance, Ohio

Dear Miss Thomas:

In response to your request of June 5, 1962, we are sending as an attachment to this letter a "Contract and Bond for Highway Construction", containing the Special Provisions for the Hayesville-Jukins Point project.

We are also sending under separate cover a porcelainized extruded section, which will serve as the color chip requested in your letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
Ivan D. Merchant

MJD:mgm jw

Porce - Alum Co.

2300 Lake Park Blvd. - P. O. Box 266 - Alliance, Ohio

June 5, 1962

Oregon State Highway Department
Salem, Oregon

Gentlemen: Re: Hayesville--Judkins Point

We are to do the porcelain work for the above job. May we have your specifications and color chip as soon as possible? Thank you.

Yours very truly,

PORCE-ALUME CO.

John L. Thomas

John L. Thomas

JLT:ch

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN 12 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
L. E. GEOING

NOTED
J. ALHEAD

RECEIVED
JUN 13 1962
TRAFFIC ENGINEERING

RECEIVED
JUN 11 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1962
FOR FILING

6066

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 20, 1962

SUBJECT: Sign Revisions
Hayesville-Judkins Point Section
Contract #6066
I-5

To:
L. L. Jensen
Resident Engineer
208 Highway Lab. Bldg.
Salem

Mr. Stillwell of the Traffic Safety Supply Company has recently requested information as to whether or not the sign reading "University of Oregon Next Right" is to be installed. This question was asked since the Traffic Safety Supply Company received a drawing, S186, on which the above mentioned sign was missing. Would you please advise this company that the sign is to be installed as requested in the addendum letter of April 4, 1962. The plan sheet which is referred to should not have been released.

This sign is to be installed as a part of the original contract, since the material requesting its installation was submitted as an addendum to the bidding plans and specifications.

EDR

F. B. Crandall
Traffic Engineer

LEC:mgm
cc: Tom Edwards
Ivan D. Merchant

NOTED
TOM EDWARDS

RECEIVED
JUN 19 1962
OFFICE OF
STATE HIGHWAY

RECEIVED
JUN 21 1962
FOR FILING

6166

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 20, 1962

SUBJECT: Laminated Sign Panel Mounting
Contract Number 6066

To:

L. L. Jensen
Resident Engineer
208 Highway Lab. Bldg.
Salem

Mr. Stillwell of the Traffic Safety Supply Company has requested permission to utilize our most recent method of mounting the laminated sign panels to the steel posts. This most recent method is as shown on the attached detail sheet.

We have no objection to this company using this new method of mounting, since it is being utilized on our more recent contract projects; however, since their bidding plans and their formal contract and bond required the use of riveted wind beams, the newer method, using the "Z" clips, will result in less material costs and less labor costs. A contract adjustment in their contract should, therefore, be made in favor of the State.

We have, inadvertently, left off from this detail sheet the information concerning the alloy from which the "Z" clip should be fabricated. The detail sheet shows this as a standard 3" Z 2.33 # section. This section is a standard section, listed in various handbooks and may be ordered from any one of the several aluminum companies. The only discernable difference between companies is a very slight difference in the weight per foot. This office has no objection which company's section is used, as long as it conforms to the above mentioned requirements. The alloy should be 6063-T6.

As you have requested via a telephone conversation, Mr. George of our office has relayed this information verbally to Mr. Stillwell, in order that the Traffic Safety Supply Company might proceed with their ordering of material for this project. This letter is to confirm that conversation. Also, as you requested, Mr. George did advise this company that project identification signs would be required.

We are proceeding to obtain formal permission from the Bureau for this plan's change.

FOR F. B. Crandall
Traffic Engineer

NOTED
TOM EDWARDS

RECEIVED
JUN 1 0 1962
STATE HIGHWAY ENGINEER

LEG:mgm
cc: Tom Edwards
Ivan D. Merchant
Attachment

RECEIVED
JUN 11 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MILTON
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6166

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 15, 1962

Mr. J. F. Stillwell
Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland 2, Oregon

Dear Mr. Stillwell:

In a letter dated June 5, 1962, you requested information concerning any planned changes of panel sizes on the one inch laminated panels on either the Hayesville-Judkins Point Section, Contract No. 6066, or the 12th Street-North Ashland Interchange Section, Contract No. 6089.

We do not anticipate any changes in sizes of one inch laminated panels on either of these projects. We may, however, add new panels to the Hayesville-Judkins Point Project.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

NJD:mgm
bc: Tom Edwards ✓
I. D. Merchant
F. D. Morgan

NOTED
TOM EDWARDS

RECEIVED
JUN 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 12 1962
FOR FILING

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

D Cook

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 11, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: Hayesville-Judkins Point
Sign Installation
Contract No. 6066
FAP Nos. I-5-5(25)250
I-5-4(17)235
I-5-4(47)193

Dear Mr. Polk:

Traffic Safety Supply Company began work on the Hayesville-Judkins Point Sign Installation project on the Pacific Highway in Marion, Linn and Lane Counties, Contract No. 6066, FAP Nos. I-5-5(25)250, I-5-4(17)235 and I-5-4(47)193, on June 4, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query
J. W. Nash
D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
MONTHLY TRANSACTION NO.
JUN 7 1962
FOR FILING
PROJECT REPORT NO. 3

Form Approved; Budget Bureau No. 41-R2089

FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Linn & Lane

PROJECT NO.: I-5-4(47)193

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions ~~set forth in (1) Title~~ 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99, N. Albany Jct. to Willamette River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-20-62	42.2
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,380.00	$ 8,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Asst State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. C. Polk
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer June 4, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

May 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the North Albany Junction-Willamette River Section, Project No. I-5-4(47)193.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

May 3, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Albany Junction-Willamette River Section, Project No. I-5-4(47)193.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-5-4(47)193

NORTH ALBANY JUNCTION--WILLAMETTE RIVER SECTION

OF THE PACIFIC HIGHWAY IN LINN AND LANE COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 3, 1962

Type Code 3302
Signing (Sta. 1012+00 Thru Ispa. 267+61.46 = 13+38.17 to Sta. 578+60) (Contract 6366)

Metal Sign Posts	All Required (1%)		$ 41.54
Wood Sign Posts	All Required (17%)		855.61
Type "A" Extruded Aluminum Signs in Place (Alternate A)	1,077 sq. ft.	-	-
Type "A" Laminated Aluminum Signs in Place (Alternate B)	1,077 sq. ft.	$ 5.98	6,440.46
Type "A" Reinforced Sheet Aluminum Signs in Place (Alternate C)	1,077 sq. ft.	-	-
Type "B" Signs in Place	144 sq. ft.	5.98	861.12
Type "C" and "D" Signs in Place	80 sq. ft.	3.00	240.00
Salvage and Stockpile Guide Posts	10 only	1.25	12.50
Guide Posts, Type FW-1	15 only	5.09	76.35
	Subtotal		$ 8,527.58
	10% Engr. & Cont.		852.42
	Total		$ 9,380.00

Length of Project . . . . . 42.193 Miles

Federal Funds	$ 8,600.00
State Funds	780.00
	$ 9,380.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(47)193

NORTH ALBANY JUNCTION-WILLAMETTE RIVER SECTION

OF THE PACIFIC HIGHWAY IN LINN AND LANE COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 13, 1962

Type Code X002
Signing (Sta. 1012+00 to thru Equa. 2674+61.46 = 13+38.17 to Sta. 573+60)

Metal Sign Posts	All Required (1%)		$ 46.10
Wood Sign Posts	All Required (17%)		1,530.00
Type "A" Extruded Aluminum Signs in Place (Alternate "A")	816 sq.ft.	$7.50	6,120.00
Type "A" Laminated Aluminum Signs in Place (Alternate "B")	816 sq.ft.	-	-
Type "A" Reinforced Sheet Aluminum Signs in Place (Alternate "C")	816 sq.ft.	-	-
Type "B" Signs in Place	144 sq.ft.	8.00	1,152.00
Type "C" and "D" Signs in Place	80 sq.ft.	4.20	336.00
Salvage and Stockpile Guide Posts	10 only	0.50	5.00
Guide Posts, Type FW-1	15 only	6.70	100.50
	Subtotal		$ 9,289.60
	10% Engr. and Cont.		928.40
	Total		$10,218.00

Length of Project . . . . . 42.193 miles

Federal Funds	$ 9,400.00
State Funds	818.00
	$10,218.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(47)193

NORTH ALBANY JUNCTION-WILLAMETTE RIVER SECTION

OF THE PACIFIC HIGHWAY IN LINN AND LANE COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 5, 1962

Type Code Y002
Signing (Sta. 1012+00 to thru Equa. 267+61.46=13+38.17 to Sta. 578+60)

Metal Sign Posts	All Required (1%)		$ 46.10
Wood Sign Posts	All Required (17%)		1,530.00
Type "A" Extruded Aluminum Signs in Place (Alternate A)	1,077 sq.ft.	$7.50	8,077.50
Type "A" Laminated Aluminum Signs in Place (Alternate B)	1,077 sq.ft.	--	--
Type "A" Reinforced Sheet Aluminum Signs in Place (Alternate C)	1,077 sq.ft.	--	--
Type "B" Signs in Place	144 sq.ft.	8.00	1,152.00
Type "C" and "D" Signs in Place	80 sq.ft.	4.20	336.00
Salvage and Stockpile Guide Posts	10 only	0.50	5.00
Guide Posts, Type FW-1	15 only	6.70	100.50
	Subtotal		$11,247.10
	10% Engr. & Cont.		1,123.90
	Total		$12,371.00

Length of Project - - - - - - - 42.193 Miles

Federal Funds -	$11,300.00
State Funds -	1,071.00
	$12,371.00

RECEIVED
JUN 7 1962
MONTHLY TRANSACTION

Content 6066

Form Approved; Budget Bureau No. 41-R2089

FOR FILING 7

PROJECT REPORT NO.

6

FC PR-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Marion & Linn

PROJECT NO.: I-5-4(17)235

6066

The ~~State, through its Highway~~ Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary ~~of Commerce~~ and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99, From Jct. US 20, N.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-19-58	-----
RIGHTS-OF-WAY		
CONSTRUCTION	4-11-62	13.9
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 69,563.00	$ 63,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)

By: L.R. Backlund
Administrative Manager

Date executed by Division Engineer June 4, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

RECEIVED
JUN 7 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

I-5-4(17)235
6066

FORM PR-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Marion & Linn

PROJECT NO.: I-5-4(17)235

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99, From Jct. US 20, N.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-19-58	-----
RIGHTS-OF-WAY		
CONSTRUCTION	4-11-62	13.9
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 69,563.00	$ 63,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Asst State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By: L.R. Backlund
Administrative Manager

Date executed by Division Engineer June 4, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

May 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Battle Creek-North Albany Junction Section, Project No. I-5-4(17)235.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[redacted]:hb

May 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Battle Creek-North Albany Junction Section, Project No. I-5-4(17)235.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-5-4(17)235

BATTLE CREEK-NORTH ALBANY JUNCTION SECTION

OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 2, 1962

Type Code P.E.

Preliminary Engineering	All Required			$ 3,000.00

Type Code X022
Signing (Sta. 276+00 to Sta. 1012+00) (Contract 6066)

Remove Existing Sign and Illumination Installation	All Required			$ 1,096.00
Furnish 8" BP 36# Steel Piling	1,125 lin. ft.	$	4.43	4,987.04
Drive Steel Piles	81 only		62.00	5,022.00
Metal Sign Posts	All Required	(96%)		3,934.76
Wood Sign Posts	All Required	(77%)		3,875.41
Type "A" Extruded Aluminum Signs in Place (Alternate A)	4,116 sq. ft.		-	-
Type "A" Laminated Aluminum Signs in Place (Alternate B)	4,116 sq. ft.		5.98	24,613.68
Type "A" Reinforced Sheet Aluminum Signs in Place (Alternate C)	4,116 sq. ft.		-	-
Type "B" Signs in Place	67 sq. ft.		5.98	400.66
Type "C" and "D" Signs in Place	2,047 sq. ft.		3.00	6,141.30
Type "E", "F" and "G" Signs in Place	594 sq. ft.		3.34	1,983.96
Type "J" Signs in Place	316 sq. ft.		3.50	1,106.00
Salvage and Stockpile Guide Posts	890 only		1.25	1,112.50
Guide Posts, Type PI-1	531 only		5.09	2,702.79
Guide Posts, Type PI-2	620 only		5.56	3,447.20
Guide Posts, Type PI-3	18 only		6.09	109.62
	Subtotal			$ 60,512.62
	10% Engr. & Cont.			6,050.38
	Total			$ 66,563.00

Length of Project . . . . . 13.939 Miles

SUMMARY OF FUNDS

Construction	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 2,700.00	$ 300.00
Signing	66,563.00	60,300.00	6,263.00
	$ 69,563.00	$ 63,000.00	$ 6,563.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(17)235

BATTLE CREEK-NORTH ALBANY JUNCTION SECTION

OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 14, 1962

Type Code X002
Signing (Sta. 276+00 to Sta. 1012+00)

Remove Existing Sign and Illumination Installation	All Req.		$ 900.00
Furnish 8" BP 36# Steel Piling	1,035 lin.ft.	$ 5.00	5,175.00
Drive Steel Piles	75 only	65.00	4,875.00
Metal Sign Posts	All Req.(94%)		4,333.40
Wood Sign Posts	All Req.(77%)		6,930.00
Type "A" Extruded Aluminum Signs in Place (Alternate A)	4,116 sq.ft.	7.50	30,870.00
Type "A" Laminated Aluminum Signs in Place (Alternate B)	4,116 sq.ft.	-	-
Type "A" Reinforced Sheet Aluminum Signs in Place (Alternate C)	4,116 sq.ft.	-	-
Type "B" Signs in Place	67 sq.ft.	8.00	536.00
Type "C" and "D" Signs in Place	2,047 sq.ft.	4.20	8,597.40
Type "E", "F" and "G" Signs in Place	594 sq.ft.	5.00	2,970.00
Type "J" Signs in Place	178 sq.ft.	9.00	1,602.00
Salvage and Stockpile Guide Posts	890 only	0.50	445.00
Guide Posts, Type FW-1	531 only	6.70	3,557.70
Guide Posts, Type FT-2	620 only	7.00	4,340.00
Guide Posts, Type FT-3	18 only	7.50	135.00
	Subtotal		$75,266.50
	10% Engr. & Cont.		7,526.50
	Total		$82,793.00

Length of Project - - - 13.939 Miles

Federal Funds -	$76,000.00
State Funds -	6,793.00
	$82,793.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(17)235

BATTLE CREEK-NORTH ALBANY JUNCTION SECTION

OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 14, 1962

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code 1002
Signing (Sta. 276+00 to Sta. 1012+00)

Remove Existing Sign and Illumination Installation	All Required		$ 900.00
Furnish 8" BP 36# Steel Piling	1,035 lin.ft.	$ 5.00	5,175.00
Drive Steel Piles	75 only	65.00	4,875.00
Metal Sign Posts	All Req.(94%)		4,333.40
Wood Sign Posts	All Req.(77%)		6,930.00
Type "A" Extruded Aluminum Signs in Place (Alternate A)	4,116 sq.ft.	7.50	30,870.00
Type "A" Laminated Aluminum Signs in Place (Alternate B)	4,116 sq.ft.	-	-
Type "A" Reinforced Sheet Aluminum Signs in Place (Alternate C)	4,116 sq.ft.	-	-
Type "B" Signs in Place	67 sq.ft.	8.00	536.00
Type "C" and "D" Signs in Place	2,047 sq.ft.	4.20	8,597.40
Type "E", "F" and "G" Signs in Place	594 sq.ft.	5.00	2,970.00
Type "J" Signs in Place	178 sq.ft.	9.00	1,602.00
Salvage and Stockpile Guide Posts	890 only	0.50	445.00
Guide Posts, Type PW-1	531 only	6.70	3,557.70
Guide Posts, Type PT-2	620 only	7.00	4,340.00
Guide Posts, Type PT-3	18 only	7.50	135.00
	Subtotal		$75,266.50
	10% Engr. & Cont.		7,526.50
	Total		$82,793.00

Length of Project - - - - 13.939 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$1,200.00
Signing	82,793.00	76,000.00	6,793.00
	$85,793.00	$77,800.00	$7,993.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(17)235

BATTLE CREEK-NORTH ALBANY JUNCTION SECTION

OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 5, 1962

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y002
Signing (Sta. 276+00 to Sta. 1012+00)

Remove Existing Sign and Illumination Installation	All Required		$ 900.00
Furnish 8" BP 36# Steel Piling	1,128 lin.ft.	$ 5.00	5,640.00
Drive Steel Piles	81 only	65.00	5,265.00
Metal Sign Posts	All Required (94%)		4,333.40
Wood Sign Posts	All Required (77%)		6,930.00
Type "A" Extruded Aluminum Signs in Place (Alternate A)	4,116 sq.ft.	7.50	30,870.00
Type "A" Laminated Aluminum Signs in Place (Alternate B)	4,116 sq.ft.	- -	- -
Type "A" Reinforced Sheet Aluminum Signs in Place (Alternate C)	4,116 sq.ft.	- -	- -
Type "B" Signs in Place	67 sq.ft.	8.00	536.00
Type "C" and "D" Signs in Place	2,047 sq.ft.	4.20	8,597.40
Type "E", "F" and "G" Signs in Place	594 sq.ft.	5.00	2,970.00
Type "J" Signs in Place	316 sq.ft.	9.00	2,844.00
Salvage and Stockpile Guide Posts	890 only	0.50	445.00
Guide Posts, Type FW-1	531 only	6.70	3,557.70
Guide Posts, Type FY-2	620 only	7.00	4,340.00
Guide Posts, Type FY-3	18 only	7.50	135.00
	Subtotal		$77,363.50
	10% Engr. & Cont.		7,735.50
	Total		$85,099.00

Length of Project - - - - - - - 13.939 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$1,200.00
Signing	85,099.00	78,200.00	6,899.00
	$88,099.00	$80,000.00	$8,099.00

RECEIVED
JUN 7 6 1962
FILING

Federal 6066

Form Approved, Budget Bureau No. 41-R2089

WORK CLASSIFICATION NO.

PROJECT REFERENCE NO.
5

FORM PR-2 (Rev. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: **Oregon**

COUNTY: **Marion**

PROJECT NO.: **I-5-5(25)250**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99, Hayesville to Battle Creek

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-20-62	8.7
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,594.00	$ 3,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Fouts
Asst State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer June 4, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

May 23, 1962

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Hayesville-Battle Cr. Section, Project No. I-5-5(25)250.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHC:bb

May 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hayesville-Battle Creek Section, Project No. I-5-5(25)250.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-5-5(25)250

JEFFERSON-BATTLE CREEK SECTION OF
THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 2, 1962

Type Code 3002
Signing (Sta. 103+70 thru Equa. 562+63.1 = 272+82.5 to Sta. 276+20) (Contract 6066)

Furnish 8" BP 36# Steel Piling	37 lin. ft.		$ 4.43	$ 163.91
Drive Steel Piles	2 only		62.00	124.00
Metal Sign Posts	All Required	(5%)		207.70
Wood Sign Posts	All Required	(6%)		301.98
Type "A" Extruded Aluminum Signs in Place (Alternate A)	390 sq. ft.		-	-
Type "A" Laminated Aluminum Signs in Place (Alternate B)	390 sq. ft.		5.98	2,332.20
Type "A" Reinforced Sheet Aluminum Signs in Place (Alternate C)	390 sq. ft.		-	-
Type "B" Signs in Place	23 sq. ft.		5.98	137.54
	Subtotal			$ 3,267.33
	10% Engr. & Cont.			326.67
	Total			$ 3,594.00

Length of Project . . . . . 8.733 Miles

Federal Funds	$ 3,300.00
State Funds	294.00
	$ 3,594.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939.

State Funds for Maint: Chap. 329, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-5(25)250

HAYESVILLE-BATTLE CREEK SECTION OF

THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 13, 1962

Type Code X002
Signing (Sta. 103+70 to Sta. 276+00)

Furnish 8" BP 36# Steel Piling	37 lin.ft.	$ 5.00	$ 185.00
Drive Steel Piles	2 only	65.00	130.00
Metal Sign Posts	All Required (5%)		230.90
Wood Sign Posts	All Required (6%)		340.00
Type "A" Extruded Aluminum Signs in Place (Alternate "A")	390 sq.ft.	7.50	2,925.00
Type "A" Laminated Aluminum Signs in Place (Alternate "B")	390 sq.ft.	-	-
Type "A" Reinforced Sheet Aluminum Signs in Place (Alternate "C")	390 sq.ft.	-	-
Type "B" Signs in Place	23 sq.ft.	8.00	184.00
		Subtotal	$4,194.90
		10% Engr. & Cont.	418.50
		Total	$4,613.00

Length of Project . . . . . 3.263 miles

Federal Funds	$4,200.00
State Funds	413.00
	$4,613.00

RECEIVED
MAY 14 1962
FOR FILING
6066

May 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Your approval was recently requested on additional mercury illumination at the "Q" Street Interchange on Interstate Route 5. Based on an opinion that was received from your Regional Office in San Francisco it was suggested that, in lieu of the illumination, additional delineation be installed on a trial basis and that, if this additional delineation would not remedy the improper traffic operation on the ramp systems, the overhead illumination should be considered at some future date.

There are attached two sets of plans showing additional delineation, in red, for this interchange. Your approval for this installation is requested, since it is a change over and above that delineation originally approved by your office. It is our intention to have this delineation installed as a participating item under the Hayesville-Judkins Point Signing and Delineation Contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attach.

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
Ivan Merchant

LEG:mgm jw

LEGEND

Existing W-1 Corrugated Delineators @ 200'

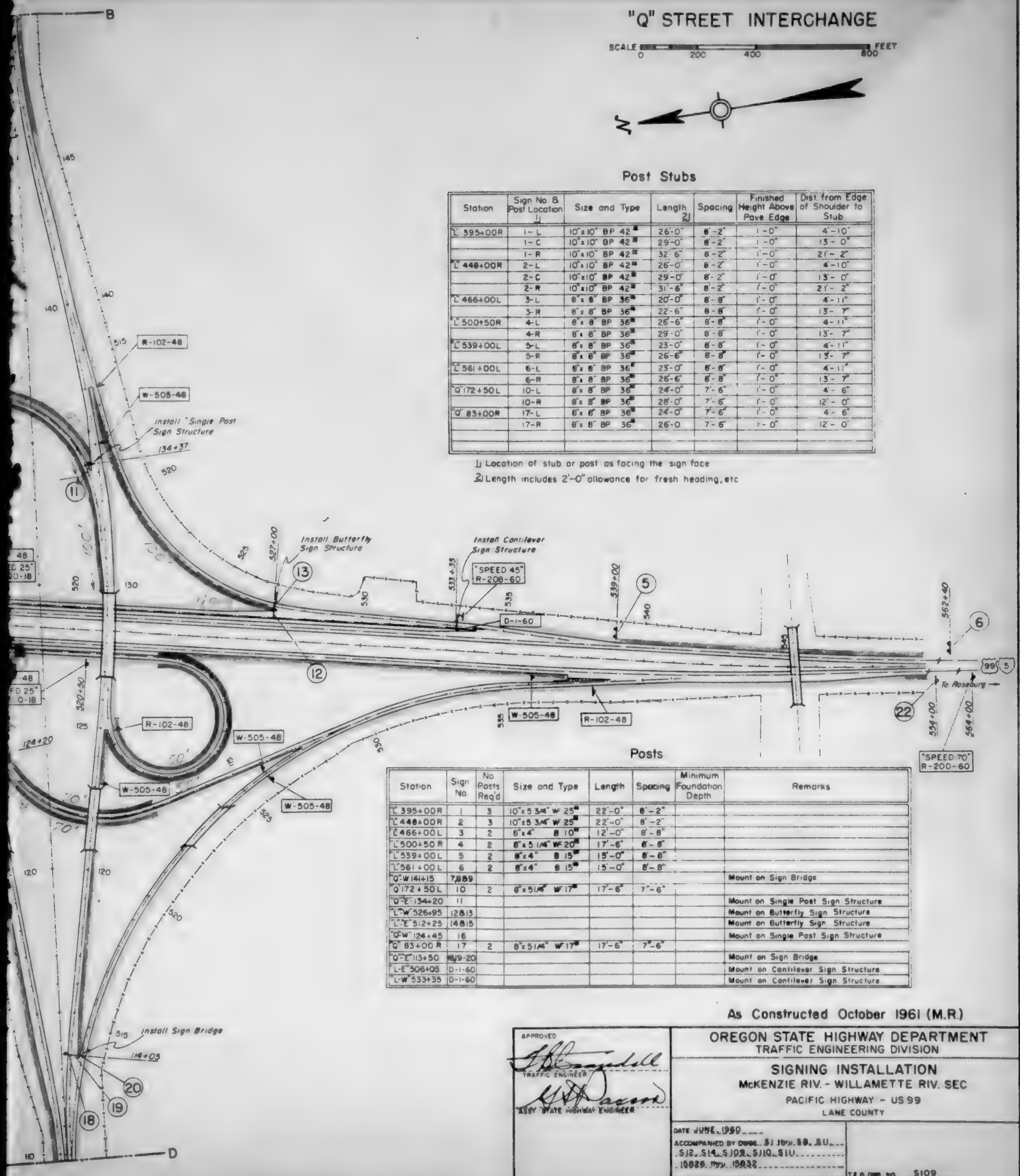
Existing Y-2 Corrugated Delineators @ 100'

Proposed Y-2 Paddle Board Delineators (Spacing as shown)

N 109 A.C.

"Q" STREET INTERCHANGE

SCALE 0 200 400 800 FEET



Post Stubs

Station	Sign No & Post Location [1]	Size and Type	Length [2]	Spacing	Finished Height Above Pave Edge	Dist. from Edge of Shoulder to Stub
"L" 395+00R	1-L	10"x10" BP 42#	26'-0"	8'-2"	1'-0"	4'-10"
	1-C	10"x10" BP 42#	29'-0"	8'-2"	1'-0"	13'-0"
	1-R	10"x10" BP 42#	32'-6"	8'-2"	1'-0"	21'-2"
"L" 448+00R	2-L	10"x10" BP 42#	26'-0"	8'-2"	1'-0"	4'-10"
	2-C	10"x10" BP 42#	29'-0"	8'-2"	1'-0"	13'-0"
	2-R	10"x10" BP 42#	31'-6"	8'-2"	1'-0"	21'-2"
"L" 466+00L	3-L	8"x8" BP 36#	20'-0"	8'-8"	1'-0"	4'-11"
	3-R	8"x8" BP 36#	22'-6"	8'-8"	1'-0"	13'-7"
"L" 500+50R	4-L	8"x8" BP 36#	26'-6"	8'-8"	1'-0"	4'-11"
	4-R	8"x8" BP 36#	29'-0"	8'-8"	1'-0"	13'-7"
"L" 539+00L	5-L	8"x8" BP 36#	23'-0"	8'-8"	1'-0"	4'-11"
	5-R	8"x8" BP 36#	26'-6"	8'-8"	1'-0"	13'-7"
"L" 561+00L	6-L	8"x8" BP 36#	23'-0"	8'-8"	1'-0"	4'-11"
	6-R	8"x8" BP 36#	26'-6"	8'-8"	1'-0"	13'-7"
"Q" 172+50L	10-L	8"x8" BP 36#	24'-0"	7'-6"	1'-0"	4'-6"
	10-R	8"x8" BP 36#	28'-0"	7'-6"	1'-0"	12'-0"
"Q" 83+00R	17-L	8"x8" BP 36#	24'-0"	7'-6"	1'-0"	4'-6"
	17-R	8"x8" BP 36#	26'-0	7'-6"	1'-0"	12'-0"

[1] Location of stub or post as facing the sign face

[2] Length includes 2'-0" allowance for fresh heading, etc

Posts

Station	Sign No.	No Posts Req'd	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
"L" 395+00R	1	3	10"x5 3/4" WF 25#	22'-0"	8'-2"		
"L" 448+00R	2	3	10"x5 3/4" WF 25#	22'-0"	8'-2"		
"L" 466+00L	3	2	8"x4" B 10#	12'-0"	8'-8"		
"L" 500+50R	4	2	8"x5 1/4" WF 20#	17'-6"	8'-8"		
"L" 539+00L	5	2	8"x4" B 15#	15'-0"	8'-8"		
"L" 561+00L	6	2	8"x4" B 15#	15'-0"	8'-8"		
"Q" W 141+15	7,8,9						Mount on Sign Bridge
"Q" 172+50L	10	2	8"x5 1/4" WF 17#	17'-6"	7'-6"		
"Q" E 134+20	11						Mount on Single Post Sign Structure
"L" W 526+95	12,13						Mount on Butterfly Sign Structure
"L" E 512+25	14,15						Mount on Butterfly Sign Structure
"Q" W 124+45	16						Mount on Single Post Sign Structure
"Q" 83+00R	17	2	8"x5 1/4" WF 17#	17'-6"	7'-6"		
"Q" E 113+50	18,19,20						Mount on Sign Bridge
"L" E 506+05	D-1-60						Mount on Cantilever Sign Structure
"L" W 533+35	D-1-60						Mount on Cantilever Sign Structure

As Constructed October 1961 (M.R.)

APPROVED

TRAFFIC ENGINEER

ASST. STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
McKENZIE RIV. - WILLAMETTE RIV. SEC
PACIFIC HIGHWAY - US 99
LANE COUNTY

DATE JUNE, 1960

ACCOMPANIED BY DWGS. S1 thru S8, S11, S12, S14, S102, S110, S111, 18829 thru 18832

T.E.D. DWG. NO. S109

RECEIVED
MAY 9 1962
FOR FILE

FORM E-SOX—20M—11-61—40831

6166

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon
May 7, 1962

SUBJECT: Additional Delineation Installation
'Q' Street Interchange
I-5 at I-105

To:

Ivan Merchant
Bridge Engineer
BUILDING

There are attached plan sheets showing additional delineation (by a solid red line) that should be installed on the ramp system of the 'Q' Street Interchange in Eugene.

It is proposed that this additional delineation be installed under the current Hayesville-Judkins Point Signing and Delineation Contract Project, Contract No. 6066. The additional delineation at this interchange is being installed at the suggestion of the Bureau Office and does have their preliminary approval. **Formal approval is being requested by this office.**

The total estimated cost for this work is $900. This cost is not based on extension of the existing bid quantities, since it does involve adjustment of existing delineators in addition to the installation of new delineators. It is therefore suggested that this work be done on an Extra Work Order under the above mentioned contract. Cost material has been included such that this might be accomplished.

J. Al Head

J. Al Head
Assistant Traffic Engineer

LEG:mgm
Attachment
cc: Tom Edwards
L. R. Chandler
D. J. Sage

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAY 4 1962
FOR FILING

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6066

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 4, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6066, awarded April 13, 1962, to Traffic Safety Supply Co., for sign installation on the Hayesville-Judkins Point Section of Pacific Highway in Marion-Linn-Lane Counties.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 3 1962

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6066

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST [illegible]
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 3, 1962

Traffic Safety Supply Co.,
2324 SE Umatilla Street
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6066, awarded April 13, 1962, for sign installation on the Hayesville-Judkins Point Section of Pacific Highway in Marion-Linn-Lane Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED

TRAFFIC SAFETY SUPPLY COMPANY
Manufacturers and Distributors
2324 S.E. UMATILLA ST. PORTLAND 2, OREGON
BEImont 5-8531

I-2-3(28)57

6066

April 30, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon
State Highway Department
Salem 10, Oregon

Subject: Contract No. 6066
Signing Installation
Hayesville-Judkins Point
Pacific Highway
Marion, Linn & Lane Counties

Dear Sir:

Attached are the two completed contracts and bond forms for the subject job. I hope you will find them all in order.

Please advise of the official contract completion date and forward our contract copy.

Very truly yours,

TRAFFIC SAFETY SUPPLY COMPANY

J. F. Stillwell

J. F. Stillwell

JFS/mr
att.

lc

RECEIVED
MAY - 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1962

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
April 24, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PARSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Traffic Safety Supply Co.,
2324 SE Umatilla
Portland
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #4044, awarded April 13, 1962, for sign installation on the Hayesville-Judkins Pt. Section of Pacific Highway in Marion-Linn-Lane Counties.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 3, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dg
Encl.

cc: L. H. Young
J. D. Walker
Res. Engineer
L. R. Chandler
Res. Engineer
Ivan D. Merchant

RECEIVED
APR 23 1962

FOR FILING

6066

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon.
Apr. 20, 1962

To: Mr. D. S. Parkes
Mr. F. D. Morgan
Mr. M. S. Juve
Mr. W. O. Widdows
Gilbert Stein
J. F. Hagemann
Mr. L. L. Jensen
Mr. J. D. Walker
Mr. Roy Tokerud
Mr. Bud George
Mr. Bob Judson
Dorthy Cook

SUBJECT: Hayesville-Jasper Point
Sign Installation
Contract no. 6066

The prefix shown on the cover of the contract for the subject project is in error. Please change your copy to read 024-1056 in lieu of 124-1056.

W. D. Garrett
Bridge Division

correction made
DC

RECEIVED
APR 12
FOR FILE
6666

Eugene Chamber of Commerce

230 East Broadway
Eugene, Oregon

April 18, 1962

Tom Edwards
Assistant State Highway Engineer
State Highway Depar tment
Salem 10, Oregon

Dear Mr. Edwards:

Referring to your letter of March 27, 1962, which has been in the hands of our Chamber's Highway Committee, I want to express to you and the Highway Department our appreciation for your efforts in attempting to s ecure approval of placement of two highway directional signs on the Interstate Highway north and south of Eugene indicating the presence of the University of Oregon.

Because of the growing importance of the University and the frequent requests by tourists for information about the University, we are hopeful that this signing can be approved.

If there is additional support needed from this area, please let me know.

Thanks kindly.

Cordially,

Fred M. Brenne
Manager

FMB/d
cc: Dr. Arthur S. Flemming, Pres.
James Shea, Dir. Univ. Relations

cc Fyi 4-20-62

NOTED
TOM EDWARDS

RECEIVED
APR 19 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 17 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1962

6166

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.40

SUBJECT: Oregon Project I-5-5(25)250, Hayesville - Battle Creek Section (Signing) of the Pacific Highway

This is to advise of our prior concurrence as of this date in award of Contract No. 6066, which includes the subject project and Projects I-5-4(17)235 and I-5-4(47)193, to Traffic Safety Supply Company of Portland, Oregon, low bidder in the amount of $73,529.53 at the April 11, 1962 bid opening.

cc Young
4-17-62

NOTED
R. L. PORTER

RECEIVED
APR 17 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1962

6166 C Polk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.40

SUBJECT: Oregon Project I-5-4(17)235, Battle Creek - North Albany Junction Section (Signing) of the Pacific Highway

This is to advise of our prior concurrence as of this date in award of contract No. 6066, which includes the subject project and Projects I-5-5(25)250 and I-5-4(47)193, to Traffic Safety Supply Company of Portland, Oregon, low bidder in the amount of $73,529.53 at the April 11, 1962 bid opening.

cc Young
4-17-62

NOTED
R. L. PORTER

RECEIVED
APR 17 1962

FOR FILE

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

6066

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.40

SUBJECT: Oregon Project I-5-4(47)193, North Albany Junction - Willamette River Section (Signing) of the Pacific Highway

This is to advise of our prior concurrence as of this date in award of Contract No. 6066, which includes the subject project and Projects I-5-5(25)250 and I-5-4(17)235, to Traffic Safety Supply Company of Portland, Oregon, low bidder in the amount of $73,529.53 at the April 11, 1962 bid opening.

cc Young 4-17-62

NOTED
R. L. PORTER

RECEIVED
APR 16 1962

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

6066

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

S. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1962

Traffic Safety Supply Co.,
2636 NE Sandy Blvd.,
Portland
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962
awarded to you State Highway Contract No. 6066
for the following project:

Signing installation on the Hayesville-Judkins Point Section of Pacific Highway in Marion-Linn-Lane Counties.

This award was based on your bid of $73,529.53
which was the low bid submitted to the Commission on April 11, 1962,
for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

RECEIVED
APR 2 1962
FOR FILING

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 29, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

SUBJECT: Oregon I-5-4(47)193 Hayesville-Judkins Pt. Signing Project

Mr. Edwards, letter dated March 27, requested our concurrence in the installation of additional guide signs to inform the motorist of the "University of Oregon" and "Oregon State U." as a destination at "Q" Street and Lebanon Road interchanges respectively.

This office concurs with your request for the signs falling within the limits of the subject project, provided they are included in the contract as bid items. This could be done by letters to prospective bidders.

Bruce
Proceed

Copy to Crandall 4-2-62

NOTED
TOM EDWARDS

RECEIVED
MAR 31 1962
FOR FILES
Orig
Traffic
Dist Engr
Dan -

March 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Project I-5-4(35)193

Dear Sir:

We have received a request from the Eugene area to install signs along Interstate 5 north and south of Eugene advising traffic of the presence of the University of Oregon. We have also received in the past requests from Oregon State University for comparable signs on Interstate 5 in the vicinity of the Lebanon Road Interchange. Approval is requested to install signs which would read "University of Oregon NEXT RIGHT" north of the "Q" Street Interchange and south of the Judkins Point Interchange, and north and south of the Lebanon-Corvallis Interchange, "Oregon State University NEXT RIGHT".

We have a project which we plan to let to contract at the April letting wherein we could negotiate a price agreement for the inclusion of these signs within that project. I have reference to the Hayesville-Judkins Point Section of the Pacific Highway Project No. I-5-4(47)193. These would be Type "A" signs.

I respectfully request your approval for the installation of the signs and participation with Federal funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

JAH:tm jw

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
Ivan Merchant

March 27, 1962

Mr. Fred M. Bremme, Manager
Eugene Chamber of Commerce
230 East Broadway
Eugene, Oregon

Dear Mr. Bremme:

Reply is made to your letter of March 12th concerning signs denoting "University of Oregon".

We have in the past had the same request from Oregon State University. These have been previously rejected, but in view of current liberalization of the Interstate signing policies we are again asking the Bureau of Public Roads for approval of both installations.

If they will give their approval, we will include the signing installations in forthcoming sign contracts.

Very truly yours,

Forrest Cooper
State Highway Engineer

TK:jw

By

Tom Edwards
Assistant State Highway Engineer

cc Mr. Hugh McKinley
Mr. C. G. Polk
Forrest Cooper
G. S. Paxson
F. B. Crandall
L. R. Chandler

FORM E-30 BOM 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
March 23, 1962

SUBJECT: Additional Signing
Interstate 5
Albany-Judkins Point Section

To:
Tom Edwards
Asst. Highway Engineer
BUILDING

I attach hereto two Suggested Drafts, one to Fred Brenne, treating with his request for a sign on the freeway advising of the presence of the University of Oregon, and another to the Bureau of Public Roads requesting their concurrence in the installation of the sign and participatinn in its cost. If they concur, we can prepare plans and negotiate a price agreement for inclusion of these four signs in the Hayesville-Judkins Point Section sign project which is being advertised for letting in April. I realize that the sign facing northbound traffic south of Judkins Point Interchange is outside the limits of the project referred to and it is possible that we will have to hold it and include it in the Judkins Point-Cottage Grove signing.

I did not put in Mr. Brenne's letter that there would be a delay of several months doing this work by contract.

NOTED
TOM EDWARDS

F. B. Crandall
Traffic Engineer

JAH:tm
Attachments

STATE

March 26, 1962

Mr. Fred M. Brenne, Manager
Eugene Chamber of Commerce
230 East Broadway
Eugene, Oregon

Dear Mr. Brenne:

Reference is made to your letter of March 12 to Mr. J. Al. Head, requesting that the Department consider installation additional signs on the route of Interstate 5 advising that the University of Oregon can be reached by leaving the Freeway at the "Q" Street Interchange southbound or at Judkins Point northbound.

We will proceed with the installation of these signs contingent upon approval of the Bureau of Public Roads.

Very truly yours,

Dan

FBC:tm

cc: Forrest Cooper
G. S. Paxson
F. B. Crandall
L. R. Chandler
Hugh McKinley
C. G. Polk

Eugene Chamber of Commerce

230 East Broadway
Eugene, Oregon

March 12, 1962

Al Head, Assistant Traffic Engineer
State Highway Department
Salem, Oregon

Dear Al:

Recently, at one of the meetings you attended in Eugene, while we were discussing some of the road sign problems into Springfield and Eugene... you mentioned the policy of the State Highway Department relative to placement of special signs, noting some unusual or distinctive general attraction in a specific area...such as "Silver Falls State Park" on the Freeway, near Silverton Junction, etc.

Our question is this: Can the University of Oregon be construed as such a distinctive and unique state attraction? From this viewpoint, could not two signs be approved and erected on the Freeway, north and south of Eugene, advising the motorists that they were approaching take-off opportunities to visit and view the beautiful campus of the University of Oregon?

We are hopeful that the University is a symbol of statewide importance and thus justifies such identification. I will be pleased to have this request reinforced by letters from various sections of the State if such would be helpful in securing such highway signs.

With the thousands of visitors that will visit Oregon this year, I am sure that many will appreciate this opportunity to be informed of the existence of the University of Oregon as they near Eugene via the Freeway.

Thanks for such advice as you can give me on next steps toward our goal in securing approval of such signs.

Sincerely,

Fred K. Brenne, Manager
Eugene Chamber of Commerce

NOTED
J. AL HEAD

cc: Robert Booth
James Shea
Hugh McKinley

RECEIVED
MAR 13 1962

RECEIVED
MAR 22 1962

FOR FILING

6066

C. G. Polk

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 20, 1962

Copy To
Salem,
MAR 22 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.4-0

SUBJECT: Oregon Projects I-5-4(17)235, I-5-4(47)193 & I-5-5(25)250,
Hayesville-Judkins Point Section of the Pacific Highway

We have approved, as of this date, the P. S. and E. documents for the subject projects, providing for roadway delineation and lineal and directional signing.

This is to authorize your advertising for bids.

However, our authorization is contingent upon deletion from the contract of the finger board signs, specified at crossroads, and substituting therefor the flat board type sign required by the Manual on Uniform Traffic Control Devices. This change should be initiated immediately in order to alert prospective bidders of this change. This proposed change has been discussed with your Traffic Department.

RECEIVED
MAR 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

25-8309 Heppner Rock Prod. Proj. on four state hwys. 1962

#6067

RECEIVED
JAN 18 1963
FOR FILING

6067

January 17, 1963

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6067, awarded to Arthur Simonsen & Company, for rock production on Heppner Section of Heppner, Lexington-Echo, Wasco-Heppner and Heppner-Spray Highways, Morrow and Gilliam Counties, was completed on December 3, 1962 and accepted by the Highway Commission on January 15, 1963.

Final payment, in the amount of $1,710.79, will be released to the contractor after January 24, 1963. The total contract amount is $57,468.07 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Arthur Simonsen & Co.
3005 N. 3rd St.
Baker, Oregon

C. H. Maison

RECEIVED
JAN 17 1963
FOR FILING

25-8309
6067

January 16, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed December 3, 1962 on Contract 6067. The contract was with Arthur Simensen and Co. and was for rock production on the Heppner Section of the Heppner, Lexington-Echo, Wasco-Heppner, and Heppner-Spray Highways in Morrow and Gilliam Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 15, 1963, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
Lloyd P. Shaw
L. H. Young
C. H. Maison
F. D. Morgan

LPS:ajw bbc

Surety letter written 1/17/63

RECEIVED
JAN 16 1963
FOR FILING

6067

Salem, Oregon
January 15, 1963

Acceptance of Contract

Mr. Lloyd P. Shaw
Assistant Highway Engineer
O F F I C E

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 6067 with Arthur Simonsen and Co. for Rock Production on the Heppner Section of the Heppner, Lexington-Echo, Ione-Heppner and Heppner-Spray Highways in Morrow and Gilliam Counties, completed December 3, 1962.

L. H. Young
Office Engineer

LHYier

cc: Floyd Ousey
C. H. Malcom
F. D. Morgan

RECEIVED
DEC 26 1962
FOR FILING
6067

Salem, Oregon
December 24, 1962

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on December 3, 1962, on Contract No. 6067, Hopmar Rock Protection Section in Morrow and Gilliam Counties.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Engineer

Dated_____

Conditions noted on above date

Construction Engineer

DEP:mmb

RECEIVED
DEC 21 1962
FOR FILING

6067

December 21, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Release of $18,007.01 on contract #6067 after December 28, 1962, will be made to Arthur Simonsen & Co., for the Heppner Rock Production Project on the Heppner; Lexington-Echo; Wasco-Heppner; Heppner-Spray Highways in Morrow-Gilliam Counties.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,724.45.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Arthur Simonsen & Co.,
3005 N. 3rd Street
Baker, Oregon

cc: C. H. Maisen

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 12/7/62, 19

Section Heppner Area

Highway 4 - State County Morrow&Gillian

Contractor Arthur Simonsen & Co.

Date of contract April 13, 1962

Date work started July 23, 1962

Project authorization . . . . . $ 66206.25

Exclusive of engineering . . . . $ 61498.25

Engineering authorization . . . . $ 4708

Engineering cost to date $ 4300, 91 %

Kind of work Rock Production

Section prefix 25-8309

Contract number 6067

Specified work days 80

Work days used 137

Per cent of time elapsed 171 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 60901.73

Estimated per cent overrun or underrun . . . . . - 0.7 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed Dec. 3, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Contractor finished dressing the piles on Monday after which they were re-measured by the field party.

The semi Final Estimate was mailed to Division office on Friday Dec. 7, 1962.

Job done except for moving the equipment off the state area which should be done by Dec. 21, 1962.

CONSTRUCTION DIVISION
RECEIVED
DEC 10 1962

Noted

NOTED

Signed Loren Ankeny

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			21400		
Total quantities corrected to date			21961		
Estimated quantities moved or placed to date			21961		
Average daily quantities			0		
Average daily quantities necessary to complete project on time			Done		
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision			Job done		
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday			

RECEIVED
MAY 4 1962
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
LOYD QUERY, SECRETARY
SALEM

6067

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 4, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6067, awarded April 13, 1962, to Arthur Simonsen & Co., for the Heppner Rock Production Project on 4 state highways in Morrow-Gilliam Counties.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 3 1962
HIGHWAY DIV.
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6067

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

Arthur Simonsen & Co.,
3005 North 3rd Street
Baker
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6067, awarded April 13, 1962, for the Heppner Rock Production Project on 4 state highways in Morrow-Gilliam Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

FORM E-128

RECEIVED
COMMISSIONERS
APR 11 1962
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. RIDLEY, MEMBER
TWISP
GLENN L. JACKSON, MEMBER
MEDFORD
FILING

FLOYD QUERY, SECRETARY
SALEM

6067

FORREST COOPER
STATE HIGHWAY ENGINEER

S. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 20, 1962

Arthur Simonsen & Co.,
3005 North 3rd Street
Baker
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract 6067, awarded April 13, 1962, for the Heppner Rock Production Project on the Heppner; Lexington-Echo; Wasco-Heppner; Heppner-Spray Highways in Morrow-Gilliam Counties.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 2, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.
PS: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
A. F. Parsen
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

FORM 6-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6067

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1962

Arthur Simonsen & Co.,
3005 North 3rd Street
Baker
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6067 for the following project:

Heppner Rock Production Project on four state highways in Morrow-Gilliam Counties.

This award was based on your bid of $58,850.00 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

de

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-5-6(34) Fremont Interch. Unit, East 1963
303 Bank Freeway Sec., Pacific Hwy.
#6068 in Portland [redacted]

RECEIVED
JUN 27 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6168

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 27, 1967

Mr. Robert L. Weiss
Cake, Jaureguy, Hardy,
Buttler & McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

NOTED
R. L. PORTER

Re: Lord Bros. Contractors,
Inc. v. State of Oregon
Fremont Interchange
Contract No. 6068
Our file L-5034

Dear Mr. Weiss:

At long last, I am pleased to enclose State Warrant No. 348153 in the amount of $4,981.74, payable to Lord Bros. Contractors, Inc., pursuant to the previous negotiated settlement of the above case.

Upon return of your certified mail receipt, I will proceed to present the Stipulation and Order of dismissal to the Court.

Thank you for your patience in this matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh
Encl.
CERTIFIED

cc: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. G. E. Rohde
Mr. C. H. Maison

RECEIVED
JUN 16 1967
FOR FILES

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 13, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-6(34)303
Fremont Interchange Unit, Pacific Highway
Contractor's Claim

Mr. Klaboe's May 31, 1967 letter again requested Federal participation in a price agreement in the amount of $4,500.24 covering an adjustment in drainage excavation on the subject project. Our March 30, 1967 decision denying Federal participation was based on the contractor's failure to adequately support the amount claimed.

A further rewiew of the Standard Specifications (1954) indicates under Section 9, Article 1.9.5 that if the character of the work or the unit costs thereof are materially changed a fair and equitable allowance in the amount as determined by the engineer shall be made when no basis of payment were agreed to in advance of the performance of the work.

We did not realize the contractor had not given written notice of his claim until February 18, 1963 at which time the drainage work was 96 percent complete. Also we must agree that it would not be practical to develop a meaningful force account analysis substantiating the cost differential for the amount of drainage excavation involved.

For these reasons and on the basis of your previously submitted cost analysis we approve Federal participation in the amount of $4,500.24.

6-15-67
cc Morgan (hand delivered)
Young
Johansen
Macom

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JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-122X 60M 7-65

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 5, 1967

Robert L. Weiss
Cake, Jauregui, Hardy, Buttler
& McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

Re: Lord Bros. Contractors, Inc.
v. State of Oregon
Fremont Interchange
Contract No. 6068
Our File L-5034

Dear Mr. Weiss:

I have not overlooked your letter of May 22, 1967, inquiring as to the status of this case. Rather, I have been engaged in trying to find out how to answer it.

As to the proposed settlement, tentatively agreed upon several months ago, I find that as recently as this week the department has still been taking measures to try and obtain federal participation in the settlement.

As to the court calendar, I have heard nothing further from the court since our letter of April 7, 1967. Apparently, the Judge changed his mind about rescheduling this case for a trial date in a month or six weeks from that date.

I recognize that you may consider this to be an unsatisfactory answer to your inquiry, but unfortunately I cannot give you any other.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
G. E. Rohde

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JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DIFFEIMED
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1470
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May 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Oregon Project No. I-5-6(34)303
Fremont Interchange Unit
Pacific Highway
Contractor's Claim

Dear Sir:

Please refer to your March 30 letter concerning our request for Federal participation in a settlement of the contractor's claim in the amount of $4,500.24.

The two discrepancies you cite in the first paragraph are comparatively minor and have only slight effect on the claim amount derived. There is apparently some difference as to which contract items should be included in the "sewer installation" category. We would include 31 bid items plus two price agreements plus one extra work order, all of which have a total money value of $318,286.49 on the final estimate. We believe the small difference in perforated pipe quantities and the associated drainage excavation arises from changes made in checking final contract quantities. There is also an error in arithmetic on the last page of the contractor's claim derivation which resulted in his using a lower adjustment price per cubic yard than the figures actually justify. These minor differences should be kept in perspective. The fact remains that a very substantial amount of the shallow drainage excavation was deleted from the contract, and another directly related fact is that shallow drainage excavation costs substantially less to perform than deeper excavation.

The contractor did give written notice of his claim under date of February 18, 1963. At that time, the drainage work on the project was 96 percent complete.

We emphasize that most claims arising from an underrun situation are for recovery on work not done and must, of necessity, be analyzed somewhat empirically. The circumstances and many of the details involved cannot be documented as they occur because the need for them is not apparent at the time and the claim situation is recognized after the fact. In this instance, even had the contractor and the State been forewarned that most of the shallow drainage excavation would be deleted during the life of the contract, it would have been impractical

to document a force account type of itemization of all drainage excavation costs on over $100,000 worth of drainage excavation work. Arbitrary pro-rating of some of the cost components would still be required because drainage excavation is integrated and performed concurrently with other bid items (such as pipe). This also applies to supervision.

In an effort to summarize the claim in a more understandable form, we have prepared the attached two-page summary using the correct figure of 1,064 yards of deleted shallow excavation. We note that in the third paragraph of your letter you admit that our analysis appears to justify the cost. We respectfully request your reconsideration of our request for participation in a price agreement to make additional compensation to the contractor in the amount of $4,500.24.

A complete compromise settlement of a lawsuit filed against the State by the contractor seeking $8,010.24 plus interest can be obtained by payment of the above amount plus a comparatively small interest item.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
G. E. Rohde (Att: Alan Johansen)
A. E. Johnson

JAB:sg srb

Direct Sewer overhead Job costs (Total sewer install.)
$26,356.82

36.5% To Drainage Exc.

Main Office charges (yard supplies, equip. repair, supervision & general overhead) 1.201 ratio

0.201 × 73,786.10

Direct - on site Drainage Exc. costs
$64,165.87
(Labor = $39,801.12)

→ + $9,620.23 (Labor = $8,227.65)

$73,786.10 Accum. → + $14,831.01 (Labor = $9,653.78)

$ = 88,617.11

+ Equip. rate adjust to = approved rates; +7,208.84

57,682.55 + 21.3% payroll load (Health, welfare, pension, insurance) = +12,286.37

$108,112.34 = cost of Drainage Exc. performed.

Fremont Interchange Unit, Contr. No. 6068
Contractor's Claim Derivation of Total Drainage Exc. cost.

O.S.H.D.
Const. Div. 5/67

DRAINAGE EXCAVATION CLAIM

Fremont Interchange Unit, East Bank Freeway
Contract No. 6068

Lord Bros. Contractors and
Lord Bros. Contractors, Inc.

Bid Item No. 3 -- Drainage Excavation - Unclassified

Contract Quantity = 21,400 Cu. Yds. @ $6.00 per cu. yd. = $128,400

	CONTRACT PLANS-		ACTUAL WORK		DIFFERENCE
	Cu. Yds.	Ave. Depth	Cu. Yds.	Ave. Depth	
Perf. Pipe Exc.	1,272	4.0'	208	2.5'	1,064
Other Pipe Exc.	18,160	13.2'	18,403	13.4'	Negligible
ALL	19,432	12.6'	18,611	13.3'	

Claim Computations

Total cost to contractor of all pipe drainage excavation (From contractor records) = $108,112.84

Contractor's derived actual cost for shallow excavation = $ 1.32 per CY

Adjusted Average cost per yd. = $5.57 per CY

$$\frac{(108112.84 + 1.32\ (1064))}{(\ 18611\ + 1064\ )}$$ Difference = $4.25 per CY

(which represents deprived recovery per cu. yd. on shallow excavation)

1064 cu. yd. (shallow excavation deleted) x 4.25 (deprived recovery per yd.) = $4,522.00
Amount of contractor's claim

NOTE: A minor error in original computations resulted in a claim of $4,500.24.

May 25, 1967
Construction Division

Bugs 5/29

DRAINAGE EXCAVATION CLAIM

Fren[illegible]nterchange Unit, East Bank Freeway *** Lord Bros. Contractors & Lord Bros. Contractors, Inc.
Cont[illegible] No. 6068

Bi[illegible]. 3 -- Drainage Excavation - Unclassified

Contract Quantity = 21,400 cu.yds. @ $6.00 per cu. yd. = $128,400

Mr. Kabe:
Note the additional sheet that portrays total exc. (drainage) derivation. We could either send this with letter or carry it over & B.P.R. informally.
One other point — I assume we do not seek participation on the $481.50 interest item added by legal.
J. Bond

ACTUAL	
Cu. Yds.	Ave. Depth
208	2.5'
18,403	13.4'
18,611	13.3'

to agree with
..... = $108,112.84
for 18,643.8 cu. yds.

Contractors derived actual cost for shallow excavation ..... = $1.32 per cu. yd.
(from 189 cu. yd. actual exc.)

* Adjusted average cost per yd. ; all excavation ..... = $5.40

Difference = $4.08 per cu. yd.
(which represents deprived recovery per cu. yd. on shall exc.)

1103 cu. yd. (deleted) x 4.08 (deprived amount per yd.) = $4,500.24 = Amount of Contractor's claim

* There are a couple compensating differences from contractor's quantities and computations which, when corrected, make virtually no change in claim amount. Shallow yardage deleted = 1,064 cu. yds. from State record, but due to contractor's computation error the unit difference that should be applied to his quantity = 4.23 per cu. yd.

4-2[illegible]-7
Con[illegible]ction Division

LAIM Bkgs 5/29

Contractors & Lord Bros.
tractors, Inc.

d. = $128,400

	CONTRACT PLANS		ACTUAL	
	Cu. Yds.	Ave. Depth	Cu. Yds.	Ave. Depth
6" & [illegible]erf.	1,272	4.0'	208	2.5'
All [illegible]	18,160	13.2'	18,403	13.4'
ALL	19,432	12.6'	18,611	13.3'

Cont[illegible]s Computation

Tota[illegible] of all drainage excavation (after adjustment downward to agree with State [illegible]orce Account rental rates) ..... = $108,112.84 for 18,643.8 cu. yds.

Con[illegible]ctors derived actual cost for shallow excavation ..... = $1.32 per cu. yd.
(from 169 cu yds. actual exc.)

* Adjusted average cost per yd. ; all excavation ..... = $5.40

Difference = $4.08 per cu. yd.

(which represents deprived recovery per cu. yd. on shall exc.)

1103 cu. yd. (deleted) x 4.08 (deprived amount per yd.) = $4,500.24 = Amount of Contractor's claim

---

* [illegible]re are a couple compensating differences from contractor's quantities and computations which, when corrected, make virtually no change in claim amount. Shallow yardage deleted = 1,064 cu. yds. from State record, but due to contractor's computation error the unit difference that should be applied to his quantity = 4.23 per cu. yd.

4-2[illegible]-67
Con[illegible]ction Division

Mr. Kehoe:

Note the additional sheet that portrays total ~~etc.~~ (drainage) derivation. We could either send this with letter or carry it over & B.P.R. informally.

One other point — I assume we do not seek participation on the $481.50 interest item added by legal.

J. Bond

Byz 5/27

DRAINAGE EXCAVATION CLAIM

Fren[illegible]nterchange Unit, East Bank Freeway *** Lord Bros. Contractors & Lord Bros. Contractors, Inc.
Cont[illegible] No. 6068

Bi[illegible]. 3 -- Drainage Excavation - Unclassified

Contract Quantity = 21,400 cu.yds. @ $6.00 per cu. yd. = $128,400

	CONTRACT PLANS		ACTUAL	
	Cu. Yds.	Ave. Depth	Cu. Yds.	Ave. Depth
6" & [illegible]perf.	1,272	4.0'	208	2.5'
All o[illegible]	18,160	13.2'	18,403	13.4'
ALL	19,432	12.6'	18,611	13.3'

Cont[illegible]s Computation

Tot[illegible] of all drainage excavation (after adjustment downward to agree with State [illegible]orce Account rental rates) ..... = $108,112.84 for 18,643.8 cu. yds.

Con[illegible]ctors derived actual cost for shallow excavation ..... = $1.32 per cu. yd.
(from 169 cu yd. actual exc.)

* Adjusted average cost per yd. ; all excavation ..... = $5.40

Difference = $4.08 per cu. yd.

(which represents deprived recovery per cu. yd. on shallow exc.)

1103 cu. yd. (deleted) x 4.08 (deprived amount per yd.) = $4,500.24 = Amount of Contractor's claim

---

* There are a couple compensating differences from contractor's quantities and computations which, when corrected, make virtually no change in claim amount. Shallow yardage deleted = 1,064 cu. yds. from State record, but due to contractor's computation error the unit difference that should be applied to his quantity = 4.23 per cu. yd.

4-21-[illegible]7
Con[illegible]ction Division

FORM E-90X—3000—7-66 SP*28657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1967

To: MEMO TO THE FILES

SUBJECT: Fremont Interchange Unit
Contract No. 6068
Drainage Excavation Claim

Mr. Juve and I met Area Engineer Schell at his office on April 11 to discuss this claim further and particularly the March 30, 1967 letter from BPR. Purpose of the discussion was to explore for any possible means of substantiating our request for Federal participation in the proposed settlement to the satisfaction of the BPR. Their last letter mentions "a Force Account analysis", and we attempted to learn just what this might be.

Since the total actual contract payment for drainage excavation on this contract amounted to $111,862.92 for 18,643.82 c.y., a full Force Account statement of all the excavation work -- even had we been forewarned and had opportunity to prepare it while the work was being done--would obviously have been a very time-consuming and lengthy job. Since the claim here results from work not done, some interpretation of such a complete Force Account statement would still be required to place a value on the effect of deleting the shallow work. Mr. Schell recognized that this was an impractical procedure. If Force Account data were available for samples of both shallow and deep drainage work, comparisons of unit costs per cubic yard at different depths could be made specifically related to this project. This is the fault the Bureau finds with the cost curve we used for comparisons on this project, in that our curve was not derived from data on this job.

Actually, the contractor started in this direction in compiling his claim. Page 2 of his presentation does show specific dates and equipment and labor used in making 169 c.y. of shallow excavation. Unfortunately, this data is not properly developed for two reasons: We have no evidence of having made first-hand observations to confirm the hours and quantity of work performed; also, the overhead factors which the contractor used to expand the direct hourly charges into what he alledges are his actual job costs seem imperical and unnecessarily complicated in their derivation.

Even if it were possible to rework these shallow excavation figures, there would still be the task of developing on a similar basis a sample of actual deeper excavation costs. I don't believe we can do this now. The job was completed October 3, 1963. Our Resident Engineer Maltby is no longer with the State and is reportedly in South America. The complete cooperation of the contractor in making his records available would be required, and he is under no compulsion to do this as he has already filed a law suit. Probably only fragmentary substantiation of his records could be gleaned from available diaries and reports from our files. The plain fact is we are almost four years' too late to gather the data that BPR seems to want to substantiate this claim. I see no alternatives but to settle without BPR participation (and learn a lesson from the entire episode), or let the case go to trial. I understand it will be re-set for trial in May and Legal Division is awaiting instruction before proceeding in that direction.

John A. Bond
Staff Assistant

JAB:sg

cc; ~~E.B. Klaboe~~
Alan Johansen

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1 1 1967

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 30, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Routing

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1967
CONSTRUCTION

SUBJECT: Oregon Project I-5-6(34)303
Fremont Interchange Unit - Pacific Highway
Contractor's Claim

Mr. Klaboe's March 23, 1967 letter brought to fore Lord Bros.' claim regarding a price agreement for the decrease in: a) quantities of drainage excavation, and b) 6" and 8" perforated drain pipe. Our review of your enclosed contractor's cost analysis uncovered several discrepancies. It was found that "total sewer installation paid" equaled $299,527.14 versus $306,724.99 (contractor's figure), a differential of $7,197.85. The footage of 8" perforated pipe was stated as 1,684 feet versus the pay quantity of 1,632 feet.

Due to the above discrepancies and our inability to completely decipher the contractor's cost analysis, we cannot approve participation from the information you submitted. The contractor has obviously recorded "hourly intercompany charges" on equipment, materials and labor, and a computation of his just due by the established procedures of "Force Account" as stated in the Special Provisions appears attainable.

If the contractor's general accounting procedure is as complicated as shown in this submission, we wonder how it is possible to keep accurate records. Your analysis appears to justify the cost but we believe that the burden of proof to substantiate the claim is with Lord Bros.

Section 9, Article 1.9.6 (Std Spec 1954) indicates that when there is extra compensation for changed conditions, the contractor should make this known to the engineer in writing and we assume this has been done prior to the commencement of the work. We would expect you to have some verification of his equipment and labor to substantiate his claim.

If and when a force account analysis is submitted substantiating a cost differential, consideration will be given for federal participation. Participation in the anticipated profits of Lord Bros. Contractors is of course not in accordance with specifications (Sect. 9, Art. 1.9.7).

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1338 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 28, 1967

Honorable Val D. Sloper
Circuit Judge
Marion County Courthouse
Salem, Oregon

Re: Lord Bros. Contractors, Inc. vs.
State Highway Commission
Marion County No. 60621
Our File L-3034
Fremont Interchange Unit

Dear Judge Sloper:

We have just received a copy of the current Circuit Court Trial Calendar, showing that the captioned case has been set for trial on April 12, 1967.

This is to advise that a tentative settlement agreement has been reached in the captioned case, subject to final approval by the Highway Commission. By reason of certain internal problems in the Highway Department, there has been more than usual delay in obtaining this final approval. I am hopeful, but by no means certain, that I will be in a position to advise the plaintiff and the Court more definitely by April 12.

Accordingly, this is to request that the captioned case be rescheduled for trial in May or subsequently.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
cc: Robert L. Weiss
F. B. Klabge
F. D. Morgan
G. E. Rohde

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APR 14 1967
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STATE HIGHWAY DEPT.

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APR 11 1967
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Eugene
KENNETH N. PRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

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068

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 7, 1967

Robert L. Weiss
Cake, Jaureguy, Hardy, Buttler & McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

Re: Lord Bros. Contractors, Inc. vs.
State Highway Commission
Marion County No. 60621
Our File L-3034
Fremont Interchange Unit

Dear Mr. Weiss:

In a conversation with Judge Sloper today, he advised me that he would have trial of the above case rescheduled for a date in a month or six weeks, pending resolution of the tentative settlement.

As to the settlement itself, I still have nothing definite to report, but am reasonably optimistic that it will eventually be approved. Thank you for your patience.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: Honorable Val D. Sloper
F. B. Klaboe
F. D. Morgan
G. E. Rohde

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MAR 24 1967
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March 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Fremont Interchange Unit
Pacific Highway
Project No. I-5-6(34)303
Contract No. 6068

Dear Sir:

A price agreement covering an adjustment of drainage excavation compensation on this project was submitted to you informally April 26, 1965, seeking federal interstate participation in the $4,500.24 amount of the agreement. This was verbally denied by the Area Engineer and the reasons therefor were subsequently restated in your final project report dated May 21, 1965. Therefore, the State did not make payment to the contractor who has since pursued the matter further as a claim and now seeks the above sum plus interest along with other additional compensation through a law suit.

The requested price adjustment arises from an 83.6 percent reduction in the quantities of six-inch and eight-inch perforated drain pipe (from 4,802 lineal feet to 1,263 lineal feet) and the reduction in drainage excavation associated with these items. We believe there is a valid basis for this payment in accordance with the contract specifications, particularly Section 1.9.5, in that there was a quantity change which materially changed the character of the work and the cost thereof. The applicable specifications do not assign specific percentages of underrun or overrun that must be exceeded in order to qualify for adjustment of price, but there must be a "material" change.

In this case, the percentage of shallow excavation that was deleted was substantial. The amount of the cost differential was studied in detail and substantiated to the satisfaction of our Cost Analyst. These cost studies are enclosed.

We respectfully ask that you reconsider the eligibility of this proposed price agreement for federal participation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
G. E. Rohde
C. H. Maison
A. E. Johnson

JAB:sg srb

FORM E-30X—EOM—7-66 BP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1967

SUBJECT: Fremont Interchange Unit
Contract No. 6063
Trench Excavation Costs

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention John Bond, Staff Assistant

I am submitting herewith alternate methods of determining the contractor's loss due to the deletion of a large portion of the shallow trench excavation on the subject project.

These computations are based on the cost curve, which I had previously submitted, and which is based on information received from various contractors, among them the Salem Sand and Gravel Company, which does a large amount of sewer work. The curve does not reflect any profit. These costs are slightly higher than the contractor shows in his computations, however, they are relative and the resultant cost figures are comparable and I believe they are valid.

J Maurice Juve

MAURICE N. JUVE,
Chief Cost Analyst

MNJ:nn
Attachments

cc for B.P.R.

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APR 14 1967

Pg. 1

Fremont Interchange Unit

Alternate Methods of Estimating Trench Excavation Cost

The estimated average costs of the trench excavation as per contract as and as performed, using the average depths of each pipe size, are as follows:

CONTRACT PLANS				ACTUAL			
Aver. Depth	C.Y.	Est. Cost/C.Y.	Total Cost	Aver. Depth	C.Y.	Est. Cost/C.Y.	Total Cost
[illegible]	105	1.70	178.50	2.0	45	1.80	81.00
[illegible]	1167	1.70	1,983.90	2.6	163	1.75	285.25
5.4	1620	1.70	2,754.00	5.0	1544	1.70	2,624.80
9.5	427	2.25	960.75	12.3	501	3.10	1,553.10
6.6	612	1.80	1,101.60	5.3	486	1.70	826.20
7.7	296	1.95	577.20	6.0	292	1.80	525.60
10.9	330	2.65	874.50	[illegible].4	262	2.05	537.10
9.4	400	2.25	900.00	7.8	330	1.95	643.50
13.3	640	3.80	2,432.00	10.5	479	2.45	1,173.55
8.8	3521	2.20	7,746.20	8.7	3565	2.05	7,308.25
7.4	2401	1.95	4,681.95	8.4	2654	2.05	5,440.70
19.9	7786	10.60	82,531.60	20.3	7946	10.70	85,022.20
	19,305		$106,722.20		18,267		$106,021.25
Average Cost		$5.53 Cu. Yd.				$5.80 Cu. Yd.	

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APR 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Estimated Cost - Trench Excavation

PERMIT INFORMATION
Summary of Weighted Average Depth

W. E. Maltby, Resident Engineer
September 27, 1965
Contract: 6063

Item	Contract Plans Length	Total Exc	Ave. Depth	Exc. Depth	Final Estimate Length	Total Exc	Ave. Depth	Ave. Depth
6" Perf	420	105	4.0 Ft	420	8" – 332	45	2.0 Ft	90
8" Perf ✗	4,382	1,167	4.0 "	4,668	931	163	2.6 "	1,21
8" Sew.	4,520	1,620	5.4 "	8,748	4,592	1,544	5.0 "	7,720
10" Sew.	605	427	9.5 "	4,057	509	501	12.3 "	6,162
12" Sew.	1,144	612	6.6 "	4,039	1,123	486	5.3 "	2,578
15" Sew. ✗	425	296	7.7 "	2,279	526	292	6.0 "	1,752
18" Sew.	292	330	10.9 "	3,597	302	362	8.4 "	2,201
21" Sew.	385	400	9.4 "	3,760	380	330	7.8 "	2,574
24" Sew.	370	640	13.3 "	8,512	352	479	10.5 "	5,030
30" Sew.	2,569	3,521	8.8 "	30,965	2,634	3,569	8.7 "	31,026
36" Sew.	1,745	2,401	7.4 "	17,767	1,704	2,654	8.4 "	22,29-
48" Sew.	1.765	7.786	19.9 "	154,941	1.762	7.946	20.2 "	161,30-
TOTALS For Comp.		19,305		243,773		18,267		243,143
Net Job Totals		19,432				18,611.2		

Excavation wieghted average depth for all pipe sites and all drainage excavation = $\frac{\text{(Dr. Exc. x D Average)}}{\text{Dr. Exc.}} = D_T$

Contract Plans

$D_T = \frac{243.773}{19,305} = 12.6$

Final Estimate

$D_T = \frac{243.143}{18,267} = 13.3$

FREMONT INTERCHANGE UNIT

Contract: 6063

Calculations for average depth of drainage excavation

Specified Pay Widths for Drainage Excavation

Pipe	Pay Width	Pipe	Pay Width
6" Drain P	1.7	21" Sew. P	3.0
8" Sew. P	1.8	24" Sew. P	3.5
10" Sew. P	2.0	30" Sew. P	4.2
12" Sew. P	2.2	36" Sew. P	5.0
15" Sew. P	2.5	48" Sew. P	6.0
18" Sew. P	2.8		

To determine average depth for individual run of pipe:
$\frac{\text{Drain. Exc. x 27}}{\text{Length x Width}}$ = D (depth) W from table

To determine average depth for total run of each pipe size: $\frac{\text{Exc. x 27}}{\text{Length x Width}}$ = Average Depth (D)

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6-Inch Perforated Pipe W = 1.7

8-Inch Perforated Pipe W = 1.8

Station	Contract Plans Length	Dr. Exc.	Ave. Depth	Final Estimate Length	Dr. Exc.	Ave. Depth
"L" 294+00	130'	32	3.9'	73	16	3.1'
"L" 297+00	130'	32	3.9'	78	13	2.5'
"L" 313+50	85'	21	3.9'	100	11	1.6'
"L" 315+00	75'	20	4.2'	76	5	1.0'
TOTALS	420	105		332	45	

Ave. D. = $\frac{105+27}{420+1.7}$ = 4.0'

Ave. D = $\frac{45 \times 27}{332 \times 1.8}$ = 2.0

No 6-Inch Perf. used

8-Inch Perforated Pipe W = 1.8'

Station	Contract Plans Length	Dr. Exc.	Ave. Depth	Final Estimate Length	Dr. Exc.	Ave. Depth
"L" 287+50 Rt	150'	44	4.4'	135	25	2.8
"L" 291+00 Rt	336'	86	3.8'	78	13	2.5'
"L" 291+00 Lt	406'	73	2.7'			
"L" 300+00 Lt	310'	85	4.1'	198	31	2.3'
"L" 300+00 Rt	350'	95	4.1'			
"L" 303+00 Rt	460'	125	4.1'	93	12	1.8'
"L" 303+00 Lt	290'	80	4.1'			
"L" 305+20 Lt	225'	63	4.2'	112	50	6.7'
"L" 305+20 Rt	390'	108	4.2'			
"L" 308+50 Rt	535'	150	4.2'	100	17	2.5'
"L" 308+50 Lt	320'	88	4.1'			
"L" 311+00 Lt	245'	68	4.2'	100	11	1.6'
"L" 311+00 Rt	365'	102	4.2'			
"L" 307+81		~~2,167~~		(369) - Back of Retaining Wall		
335+20				110	4	0.6'
TOTALS	4,382	1,167		931	163	

$$\text{Ave. D} = \frac{1167 \times 27}{4382 \times 1.8} = 4.0' \qquad \text{Ave. D} = \frac{163 \times 27}{931 \times 1.8} = 2.6'$$

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8-Inch Sewer Pipe W = 1.8'

Station	Contract Plans Length	Dr. Enc.	Ave. Depth	Final Estimate Length	Dr. Enc.	Ave. Depth
				C.M.P.102)		
"L" 316+25 Lt	115'	25	3.3'	Conc 81)	63	5.2'
"L" 318+30	50'	11	3.3			
"L" 318+80	80'	16	3'	177	37	3.1'
"L" 319+10	30'	8	4'			
"L" 320+60	65'	14	3.2'	75	14	2.8'
"L" 322+00	185'	45	3.6'	201	38	2.8'
"L" 324+10	290'	100	5.2'	309	65	6.3'
"L" 325+85	70'	26	5.6'	75	19	3.8'
"L" 327+35	123'	35	4.3'	120	31	3.9'
"L" 329+00	165'	62	5.1'	147	26	2.7'
"L" 330+20	115'	27	3.5'	102	41	6.0'
"L" 317+25	120'	20	2.5'	141	28	3.0'
"L" 320+43	6'	2	5'	6	2	5.0'
"OS" 323+65	6'	2	5'	3	1	5.0"
"OS" 326+90	6'	2	5'	6	2	5.0'
"L" 331+80	205'	49	3.6'	219	55	3.8'
"L" 333+70	65'	11	2.5'	66	18	4.1'
"L" 333+50	35'	10	4.3'	36	10	4.2'
J Ross & "RR" Lines	36'	11	4.6'	45	12	4.0'
"L" 334+50	190'	35	2.8'	216	84	5.8'
"L" 336+85	170'	23	2.0'	171	28	2.5'
"L" 337+55	12'	2	2.5'	6	1	2.5'
"L" 339+60	115'	15	2.0'	108	18	2.5'
"L" 287+60 Lt	180'	48	4'	189	68	5.4'
"L" 292+20 Lt	180'	48	4'	186	55	4.4'
"L" 296+40 Lt	30'	2	1'	48	16	5.0'
"L" 287+50	140'	18	1.9'	123	43	5.2'
"L" 291+00 Rt	35'	7	3'	9	6	10.0'
"L" 292+35 Rt	170'	43	3.8'	159	63	5.9'
"L" 294+00	135'	21	2.3'	137	49	5.4'
"L" 297+00	135'	21	2.3'	129	53	6.2'
"L" 300+00	135'	21	2.3'	129	38	4.4'
"L" 290+80 Lt	140'	17	1.8'	135	49	5.4'
"L" 303+50 Lt	34'	11	4.9'	147	46	4.7'
"L" 303+00 Lt	10'	2	3'	48	8	2.5'
"M" 305+05	44'	6	2.1'	63	13	3.0'
"SSR" 0+00 Lt of L	42'	13	4.6'	96	110	17.2'
"SSR" 0+00 Lt of L	105'	176	25.2'			
"SSR" 1+05 Lt of L	190'	352	27.8'	171	184	16.1'
"SSR" 2+95 Lt of L	275'	172	9.4'	258	113	6.6'
"L" 311+00 Lt	10'	2	3'	3	1	2.5'

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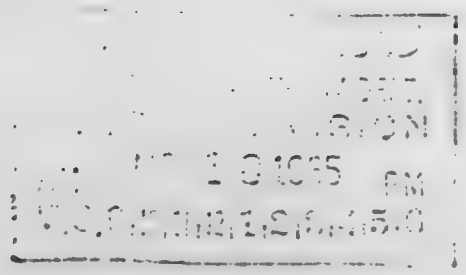
"SSR" 5+75	6'	2	5'	27	8	4.4'
"L" 308+50 Lt	10'	2	3'	6	1	2.5'
"L" 313+50 Lt	10'	2	3'	6	2	5.0'
"SSR" 8+15 Lt of 3	70'	19	4.1'	42	10	3.6'
"SSR" 0+00 Rt of 3	40'	13	4.9'	18	6	5.0'
"SSR" 314+95	122'	51	2.1'	48	9	2.8'
"Sanitary Sewer Revision (SSR)				2,250	992	
TOTALS	4,520.	1,620		4,592	1,544	

$$\text{Ave. D} = \frac{1620 \times 27}{4520 \times 1.8} = 5.4'$$

$$\text{Ave. D} = \frac{1,544 \times 27}{4,592 \times 1.8} = 5.0'$$



12-Inch Sewer Pipe W = 2.2'

	Contract Plans			Final Estimate			
Station	Length	Dr. Exc.	Ave. Depth		Length	Dr. Exc.	Ave. Depth
"L" 303+55 Lt	90'	30	4.0'	8" CSP	60	19	4.8'
"L" 314+95	60'	21	4.2'		72	24	4.1'
"L" 314+90	10'	2	2.4'				
"L" 317+25	54'	31	7.0'		27	14	6.4'
"L" 329+00	120'	84	8.6'		117	62	6.8'
N. Ross & "RK" Line	140'	54	4.7'	8" CSP	147	65	6.6'
"L" 331+20	190'	116	7.5'		171	74	5.3'
"L" 330+20	160'	157	12.0'		156	114	9.0'
"L" 333+70	80'	69	10.6'		75	29	4.8'
"L" 337+55	240'	48	2.5'		234	66	3.5'
"SL" 17+50 - 18+06	—	—			64	16	3.1'
TOTALS	1,144	612			1,123	486	

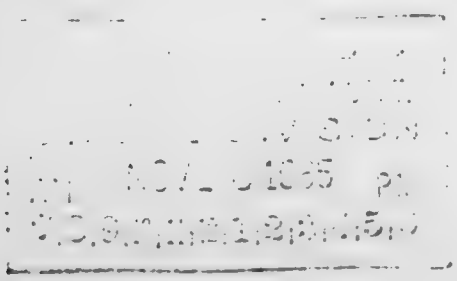
Ave. D = $\frac{612 \times 27}{1,144 \times 2.2}$ = 6.6' Ave. D = $\frac{486 \times 27}{1,123 \times 2.2}$ = 5.3'

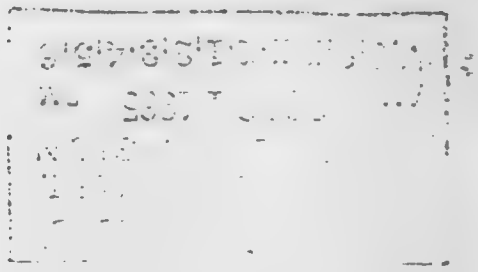
15-Inch Sewer Pipe W = 2.5'

Station	Length	Dr. Exc.	Ave. Depth	Length	Dr. Exc.	Ave. Depth
"SSR" 5+75 *	55'	37	7.2'	52	44	9.1'
"L" 3+20	105'	94	9.7'	116	77	7.2'
"SSR" 7+75	90'	35	4.2'	84	38	4.9'
"L" 327+95	165'	130	8.5'	162	83	5.9'
"L" 307+75 - 309+50	—	—		112	45	4.3'
TOTALS	415	296		526	292	

Ave. D = $\frac{296 \times 27}{415 \times 2.5}$ = 7.7' Ave. D = $\frac{292 \times 27}{526 \times 2.5}$ = 6.0'

* Sanitary Sewer Revision ("SSR")





10-Inch Sewer Pipe W = 2.0'

	Contract Plans			Final Estimate		
Station	Length	Dr. Exc.	Ave. Depth	Length	Dr. Exc.	Ave. Depth
"SSR" 0+00*	185'	180	13.1'	216	297	13.5'
"SSR" 1+35	130'	97	10.0'	129	106	11.0'
"SSR" 3+45	150'	100	8.9'	204	98	6.4'
"SSR" 4+65	140'	50	4.8'	—	—	
TOTALS	605	427		549	501	

Ave. D = $\frac{427 \times 27}{605 \times 2.0}$ = 9.5'

Ave. D = $\frac{501 \times 27}{549 \times 2.0}$ = 12.3'

18-Inch Sewer Pipe W = 2.8'

	Contract Plans			Final Estimate		
Station	Length	Dr. Exc.	Ave. Depth	Length	Dr. Exc.	Ave. Depth
"SSR" 8+25	142'	150	10.2'	148	108	7.0'
"J" 325+65	150'	180	11.6'	154	154	9.6'
TOTALS	292	330		302	262	

Ave. D = $\frac{330 \times 27}{292 \times 218}$ = 10.9'

Ave. D = $\frac{262 \times 27}{302 \times 218}$ = 8.4'

24-Inch Sewer Pipe W = 3.5'

	Contract Plans			Final Estimate		
Station	Length	Dr. Exc.	Ave. Depth	Length	Dr. Exc.	Ave. Depth
"J" 310+00	180'	330	14.1'	184	292	9.7'
"J" 320+00	140'	160	8.3'	124	140	8.7'
"J" 325+00	50'	150	23.1'	44	107	18.7'
TOTALS	370	640		352	479	

Ave. D = $\frac{640 \times 27}{370 \times 3.5}$ = 13.3'

Ave. D = $\frac{479 \times 27}{352 \times 3.5}$ = 10.5'

* Sanitary Sewer Revision ("SSR")

21-Inch Sewer Pipe W = 3.0'

Station	Contract Plans Length	Dr. Exc.	Ave. Depth	Final Estimate Length	Dr. Exc.	Ave. Depth
"L" 322+00	210'	186	8.0'	208	159	6.9'
"L" 324+10	175'	214	11.0'	172	171	9.0'
TOTALS	385	400		380	330	

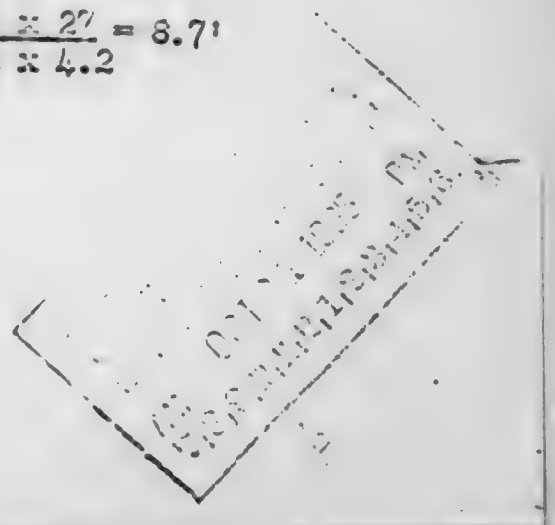
Ave. D = $\frac{400 \times 27}{385 \times 3.0}$ = 9.4' Ave. D = $\frac{330 \times 27}{380 \times 3.0}$ = 7.8'

30-Inch Sewer Pipe W = 4.2'

Station	Contract Plans Length	Dr. Exc.	Ave. Depth	Final Estimate Length	Dr. Exc.	Ave. Depth
"L" 287+50	30'	30	6.4'	96	109	7.3'
"L" 297+00	324'	400	7.9'	316	422	8.6'
"L" 300+00	300'	305	6.6'	283	259	5.8'
"L" 303+00	210'	230	7.0'	204	203	6.4'
"L" 305+20	320'	357	7.2'	316	349	7.1'
"L" 308+50	245'	282	7.4'	236	262	7.1'
"L" 311+00	245'	152	4.0'	244	246	6.4'
"L" 313+50	125'	92	4.7'	112	109	6.3'
"L" 314+65	247'	601	15.6'	244	454	12.0'
"L" 317+10	178'	552	19.9'	176	514	18.8'
"OS" 327+00 (Mono)*	(25')	(37)	(9.5')	Monolithic		
"OS" 327+[illegible]	270'	392	9.3'	256	393	9.9'
"OS" 329+50	75	128	10.9'	146	245	10.8'
"OS" 329+50	80 in Tunnel					
TOTALS	2,569	3,521		2,634	3,565	

Ave. D = $\frac{3,521 \times 27}{2,569 \times 4.2}$ = 8.8' Ave. D = $\frac{3,565 \times 27}{2,634 \times 4.2}$ = 8.7'

* Outfall Sewer ("OS")



36-Inch Sewer Pipe W = 5.0'

Station	Contract Plans Length	Dr. Exc.	Ave. Depth	Final Estimate Length	Dr. Exc.	Ave. Depth
"D" 287+50	350'	456	7.0'	340	498	7.9'
"D" 291+00	300'	369	6.6'	284	442	8.4'
"D" 294+00	300'	369	6.6'	292	438	8.1'
"D" 318+60	160'	235	11.3'	160	364	12.3'
"D" 320+50	330'	450	7.3'	332	469	7.6'
"D" 323+00	305'	422	7.5'	296	443	8.1'
TOTALS	1,745	2,401		1,704	2,654	

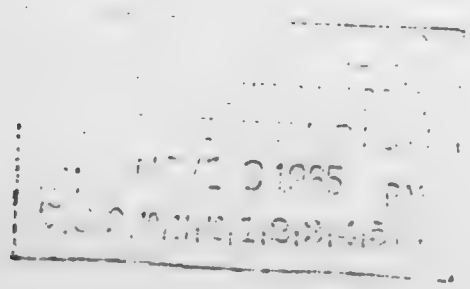
Ave. D = $\frac{2,401 \times 27}{1,745 \times 5.0}$ = 7.4' Ave. D = $\frac{2,654 \times 27}{1,704 \times 5.0}$ = [illegible]'

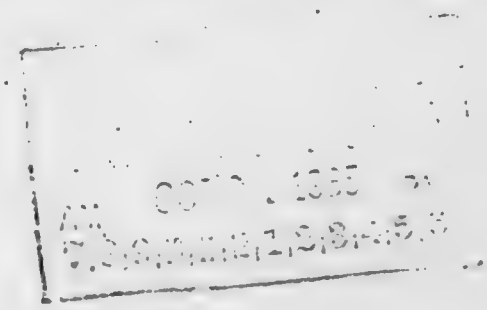
48-Inch Sewer Pipe W = 6.0'

Station	Contract Plans Length	Dr. Exc.	Ave. Depth	Final Estimate Length	Dr. Exc.	Ave. Depth
"OS" 331+35 *	325'	750	10.4'	324	872	12.1'
"OS" 334+75	(25')	(100)		Monolithic (25)	(89)	
"OS" 335+00	285'	1,110	17.5'	282	1,116	17.8'
"OS" 337+85	205'	1,048	23.0'	196	969	22.2'
"OS" 339+90	195'	1,044	24.1	196	1,015	23.3'
"OS" 341+85	60'	293	22.0'	68	329	21.7'
"OS" 342+40	190'	971	23.0	160	788	22.2'
"OS" 344+30	(25')	(144)		Monolithic (25)	(148)	
"OS" 344+55	155'	827	24.0'	136	746	24.7'
"OS" 346+20	125'	657	24.0	114	767	24.0'
"OS" 347+35	225'	1,076	21.5'	256	1,344	23.6'
TOTALS	1,765	7,786		1,762	7,946	

Ave. D = $\frac{7,786 \times 27}{1,765 \times 6.0}$ = 19.9' Ave. D = $\frac{7,946 \times 27}{1,762 \times 6.0}$ = 20.3'

* Outfall Sewer ("OS")





MECHANICAL
PLUMBING
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UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

9233 N. CALVERT AVENUE
PORTLAND, OREGON 97217
285-4591

April 1, 1965

Oregon State Highway Department
Salem, Oregon

To: Mr. Frank P. Morgan, Construction Engineer

Attn: Mr. G. L. Decker

Gentlemen:

We hereby transmit our third submittal of our cost analysis for the drainage excavation deletion on the Fremont Bridge Job Contract No. 6068. Please note that a suggested change was not made on Page 1 bottom figures - Main office charges factor 1.201. The addition of this factor was necessary at this time especially in regard to wages because this factor did not come into consideration when charges were entered concerning Health, Welfare, etc. in Lord Brothers bookkeeping system.

We hope that this revision will be the last as over two years have elapsed since this loss was first brought to the State Highway Department's attention.

Very truly yours,

LORD BROS. CONTRACTORS, INC.
By

P. J. Gallagher

PO'C:K

FREMONT BRIDGE JOB - CONTRACT NO. 6068
LOSS OF RECOVERABLE COSTS THRU DELETION OF LOW COST DRAINAGE EXCAVATION

Direct on Site Costs From Job Record:

Equipment	9,230.67	(Direct hourly intercompany charge)
Materials	15,134.08	
Labor	39,801.12	

Sewer division of Fremont Job. Direct job overhead cost; comprises 50% fixed - 50% variable with quantity, chargeable to all sewer items, including drainage excavation.

$$\text{Ratio} - \frac{\text{Drainage excavation paid}}{\text{Total sewer installation paid}} = \frac{\text{Overhead charged to drainage excavation}}{\text{Total job overhead charged to sewer construction}}$$

$$\frac{111,862.92}{306,724.99} = 36.5\%$$

Sewer Overhead Totals (Job Costs):

Equipment	473.78	X	36.5% =	172.93
Materials	3,341.52		"	1,219.65
Labor	22,541.52		"	8,227.65

Main office charges include shop labor, supplies from yard, materials from stock, equipment repair, maintenance and fuel and main office engineering, supervision and general overhead.

Sewer total cost main office ledger	273,556.78	=	1.201
Sewer total cost job record	227,796.72		

Drainage Excavation Additional Costs:

	Direct Costs	Direct Job Overhead costs		Total		Main Office Charges	Total
Equipment	9,230.67	172.93	=	9,403.60	x	1.201	11,293.72
Materials	15,134.08	1,219.65	=	16,353.73	x	"	19,640.83
Labor	39,801.12	8,227.65	=	48,028.77	x	"	57,682.55

nued

Sheet 2
Fremont Bridge Job - Contract 6068
Drainage Excavation Costs

Adjustment for equipment hourly rental charges.
A.G.C. hourly rental rate (includes fuel, maintenance & repair) = 1.94
Lord Bros. intercompany charges hourly rate plus 15% for fuel, maintenance & repair

Direct labor times 0.213 for Health, Welfare, Pension Premiums, Payroll Taxes, and Industrial Accident Insurance Premiums:

Equipment	11,293.72	x	1.94	Equipment Adjustment	=	21,909.82
Materials	19,640.83					19,640.83
Labor	57,682.55	x	1.213	Tax & Insurance	=	69,968.93
						111,519.58

Substitution of state equipment rental rates for Lord Bros. Adjusted equipment rates See attached sheets	18,502.58
	19,640.83
	69,968.93
	108,112.34

Excavation for 8" Perforated Pipe
Excavation Costs: 39.23 H F

Date	Footage of Pipe	Hours Charged	Equipment No.	Equipment Charge	Operator's Labor
Nov. 13, 1962	132 ft.	2 hrs.	John Deere #112 @ 1.375 per hr.	2.75	8.06
Dec. 13, 14, 17, 18	36 ft.	1 hr.	" " " " " " "	1.375	4.03
June 19, 1963	120 ft.	2 hrs.	" " # 50 " " " "	2.75	8.06
June 20, 1963	201 ft.	4 hrs.	" " " " " " "	5.50	16.12
June 21, 1963	240 ft.	4 hrs.	" " " " " " "	5.50	16.12
June 24, 1963	312 ft.	6 hrs.	" " " " " " "	8.25	24.18
June 25, 1963	100 ft.	1 hr.	" " " " " " "	1.375	4.03
July 12, 1963	110 ft.	2 hrs.	" " " " " " "	2.75	8.06
July 17, 1963	55 ft.	1 hr.	" " " " " " "	1.375	4.03
		23 hrs.	x State Equipment rate @ 1.22 / hr. = $28.06	30.26	92.69

1306 ft. - 169 yds. pay quantity

Note: 378 ft. of pipe was laid behind a retaining wall and required no excavation.

Continued

Sheet 3
Fremont Bridge Job - Contract 6068
Drainage Excavation Costs

Contractors actual cost, which was higher than normal cost due to the reduced quantity and the scattered nature of the work that remained was $120.75 for 169 yds. excavation.

Direct Cost of 169 Yds. 0-4 ft. excavation

Equipment	30.26
Material	Charged in general overhead
Labor	92.69

Pro rata share of drainage excavation percentage of sewer overhead cost equals
36.5% ÷ 2 = variable portion

$$\frac{169 \text{ yds.}}{\text{Total } 18{,}644 \text{ yds.}} \times \frac{0.365}{2} = 0.165\%$$

Sewer Overhead Totals					Direct Costs 169 yds.		
Equipment	473.78	x 0.00165	=	0.78	30.26	=	31.04
Material	3,341.52	x "	=	5.51		=	5.51
Labor	22,541.52	x "	=	37.19	92.69	=	129.88

Direct Labor times 0.213 for Health, Welfare, Pension, Payroll Taxes and Industrial Accident Insurance

129.88
x 1.213
157.54

Totals

Materials	5.51		
Labor	157.54		
	163.05	Main Office Overhead 1.201	= 195.82

A.G.C. Equipment Rental Rate 28.06 St. Equip. Rt.
223.88

Continued

Fremont Bridge Job - Contract 6068
Drainage Excavation Costs

Summation:

Cost of completed yardage, drainage excavation for 8" perf. pipe 169 Cu. Yds. = 223.88 = 1.32 per Cu. Yd.

Projected cost of deleted yardage, drainage excavation for 8" perf. pipe 1103 Cu. Yds. = $\frac{223.88}{169}$ x 1103 = $1455.96

Total cost of original yardage in contract 18,643.82 Cu. Yd. - 108,112.34
1,103.00 " " 1,455.96
19,746.82 " " 106,656.38 = $5.40 per Cu. Yd.

Less projected cost of deleted yardage 1.32
Cost recovery from excavation for 8" & 6" perf. pipe $4.08

Loss of cost recovery from deletion of 1103 Cu. Yd. excavation = 1103 x 4.08 = $4500.24 Due Contractor

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1967

To: F. B. Klaboe
Asst. State Highway Engineer

SUBJECT: Lord Brothers vs. State
Fremont Interchange
Contract No. 6068
Our File L-5034

B U I L D I N G

Please refer to our interdepartment letter of February 6, and our letter of February 20, 1967 to Mr. Robert L. Weiss, attorney for the contractor on the above case. On or shortly before February 20, you advised me in a telephone conversation that the payment of interest on this settlement, authority for which was requested in our interdepartment letter of February 6, would probably be acceptable. The nature of the claims involved in this case, and factors leading to the compromise, are outlined in the Legal Division's "Report of Settlement," a copy of which is enclosed.

This is to confirm the opinion expressed in our February 6 letter, and in our telephone conversation, that the contractor is legally entitled to interest on the $4,500.24.

We have now received from the contractor a duly executed Release and Voucher. Upon approval of the settlement by the Commission, we will contact you to obtain necessary endorsements on the Voucher and transmit it, together with a duplicate original Release, to Accounting for processing.

Also, do you wish to present this settlement to the Commission as part of the engineer's agenda, or would you prefer that it be presented by the Chief Counsel?

Alan H. Johansen

ALAN H. JOHANSEN
Staff Attorney

NOTED
F. B. KLABOE

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Rease
Morelock
Trout
Scott
Lewis
Litchfield
Olson

AHJ:gw
Enc.
cc: F. D. Morgan
C. H. Maison
G. E. Rohde

RECEIVED
MAR 3 1967
CONSTRUCTION
DIVISION

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Rohde

REPORT OF SETTLEMENT OF CASES OTHER THAN CONDEMNATION

File: L- 5034

R-

To be submitted to Commission: March 14, 1967 Approved by Commission:

Name of Case: Lund Bros. Contractors, Inc., vs. State County: Union

Cause of Action: Additional compensation on Tremont Interchange, Contract #1013

Demands of Plaintiff: $8,010.24, interest and costs

Settlement: $4,500.74 with interest from 4-29-65 to 2-10-67 amounting to $481.50, for total payment of $4,981.74.

REMARKS: Contractor based on two claims. First was based on deletion of certain shallow excavation, which allegedly unbalanced contractor's bid on this item. Contractor originally claimed his cots were increased in excess of $7,000. State's calculations showed cost [illegible] of $4,500, and contractor signed a Price Agreement in that amount. This was originally approved at field, Division and staff levels, but DPR refused to concur, which is only reason Price Agreement was not paid in the first place. If case were tried, State would have had no tenable defense, and settlement based on this claim was approved by Contract Claims Board on 12-10-66.

Second claim, based on interpretation of a Price Agreement for substituting several kinds of pipe, was in amount of $3,510. State personnel believed contractor's position was wholly untenable. After resident engineer's deposition was taken, contractor agreed to drop this claim, and settle entire case for amount of first claim, with interest.

Although interest is not usually paid when such cases are settled, contractor in this case is believed legally entitled thereto, and amount of interest involved did not justify litigation of the question.

ALAN JOHANSEN
Signed

AJ;hg 2-28-67
cc File
H. E. Rohde
J. Robert Patterson
[illegible]
[illegible]

RECEIVED
MAR 9 - 1967

6068

1480

Salem, Oregon 97310
March 8, 1967

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Fremont Interchange Section
Minnesota Freeway, Contract
No. 6068

Attention Mr. John Bond

I am returning your rough draft on the Lord Brothers' claim on this project.

The matter was discussed with Mr. Cooper and Mr. Porter and it is their opinion that we should attempt once more to get Bureau of Public Roads' participation for the compromise settlement before presenting it to the Commission for their approval.

If you are unable to get Bureau of Public Roads' confirmation, please discuss the matter further with me before taking any action.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Victor D. Wolfe
Alan Johansen

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILE
6068

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 20, 1967

NOTED
F. B. KLABOE

Mr. Robert L. Weiss
Cake, Jaureguy, Hardy, Buttler & McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

Re: Lord Bros. vs. State
Fremont Interchange
Contract No. 6068
Our File L-5034

Dear Mr. Weiss:

Please accept our apologies for the delay in proceeding to get this matter terminated, since receipt of your letter of February 1, 1967. The delay is attributable to the necessity to obtain approval for the payment of interest on what we intended as a lump sum compromise offer. As a matter of principle, we are opposed to paying interest (no pun intended) in these situations, but the circumstances here seem to merit an exception.

We now enclose a Release in triplicate and a Voucher in duplicate for execution by your client, and a form of Stipulation and Order for endorsement by you. If you will return duplicate originals of the Release and of the Voucher, duly executed by your client, and the original plus one signed copy of the Stipulation and Order, we will proceed to process the Voucher for payment. I am advised that formal confirmation of this settlement by the Highway Commission will probably be required. The Commission's next regular meeting will be on March 14, 1967, and it will be helpful if you return the enclosures as far in advance of that date as possible.

You will note that the Release and Voucher call for payment of interest to February 10, 1967, although of course the actual payment will not now be accomplished until some later date. In order to obtain approval of this as expeditiously as possible we had to have a specific amount, which required a specific date. We will, of course, withhold presentation of the Order to the court until payment is actually issued and received by you.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
Encs.
cc: F. B. Klaboe
C. H. Maison
F. D. Morgan
G. E. Rohde

RECEIVED
NOV 17 1966

LOG FILES
I-5-(21)-0?
6168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1966

To: MEMO TO THE FILES

SUBJECT: East Fremont Interchange
Contract No. 6068
Contractor's Claim Review

On November 10 the Claim Review Board, consisting of the following, met to consider the subject claim:

R.L. Porter, Deputy State Highway Engineer
T. Edwards, Assistant State Highway Engineer
F.B. Klaboe, Assistant State Highway Engineer
G.E. Rohde, Chief Counsel

Also present were Al Johansen-Legal Division; F.D. Morgan-Construction Engineer; A.V. Benedict-Assistant Metro Engineer; and the writer.

The contractor has filed a law suit to recover on two items totalling in excess of $8,000. One part of the claim, in the amount of $4,500.24, is for an adjustment in the drainage excavation payment arising from our deletion of allegedly easier shallow excavation. At one time, a price agreement was executed to make this payment but it was not completely processed because the Bureau of Public Roads would not participate. It was the decision of the Review Board to seek a compromise settlement of the claim by recognizing some obligation on this part; but to resist any payment for the other part of the claim, which concerns the substitution of 48" concrete pipe for metal pipe under Price Agreement No. 8.

The Legal Division is to negotiate further.

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe
I.D. Merchant

RECEIVED
NOV 18 1966
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 - 1966
FOR FILING

FORM E-30X—50M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1966

To: Mr. Alan Johansen
Staff Attorney

BUILDING

SUBJECT: Lord Bros. Claim Suit
Fremont Interchange Unit
Contract No. 6068

In response to your May 23 letter I send herewith copies of some of the past correspondence and reports pertinent to this claim. This material is taken from available files and separated into the two parts which are the basis of the law suit. Included are copies of Price Agreements 12 and 8 which are pertinent to the disputed payments, and prints of the title sheet, 5S and 6 of the project plans. There is some other data in the files that we did not copy at this time. The Metropolitan and Resident Engineer have been alerted to this suit and the probable need for their assistance. We will try to coordinate and supply any further information you find is needed after reviewing this material.

F D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: F. B. Klaboe
A. V. Benedict

RECEIVED
MAY 26 1966
FOR FILING

FORM B-001 (REV. 1-65) SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1966

To: F. D. Morgan
Construction Engineer
BUILDING

I. D. Merchant
Bridge Engineer
BUILDING

SUBJECT: Lord Bros. Contractors, Inc.
vs. State
Our File L-5034
Marion County Circuit Court
No. 60621
Fremont Interchange Unit,
East Bank Freeway,
Pacific Highway
Contract No. 6068

Enclosed is a copy of Complaint recently filed against us by the above contractor on the Fremont Interchange project.

The Legal Division has not apparently been previously advised of or following the claims involved herein, so we are transmitting the Complaint to you with the request that you advise us as to the nature, history and status of the claims involved.

It appears that both claims set forth therein involve grading work on what may be primarily a structure contract. Under the circumstances, we are not certain whether the Bridge Division or the Construction Division is primarily familiar with these matters.

As you will see, the first claim has to do with the elimination of some 1,103 cubic yards of drainage excavation, which the contractor claims changed the character of the work and the unit costs thereof. We would particularly appreciate any comments regarding the allegations of paragraph IX, Page 3, to the effect that our resident engineer at one point determined that $4,500.24 was a fair and equitable amount to be paid contractor for the decrease in quantities, but that no part of such sum has ever been paid.

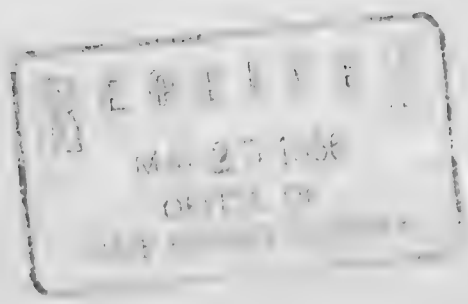
The Second Count, or claim, has to do with the substitution of extra strength reinforced concrete pipe for corrugated metal pipe under some railroad tracks. Apparently a price agreement was negotiated, and there was some difference of opinion as to the rate to be paid for the substituted pipe.

We would also appreciate confirmation or otherwise, as the case may be, regarding the allegations in paragraphs X, Pages 3 and 6 of the enclosed Complaint, to the effect that itemized statements of these claims were submitted within 90 days of the final estimate, and that the claims were denied by the State on April 29, 1965.

We have obtained an extension of time from the contractor's attorney within which to answer or otherwise appear in the lawsuit, but we would appreciate receiving the background on these claims at your earliest convenience.

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
Enc.
cc: F. B. Klaboe
Tom Edwards
G. E. Rohde



RECEIVED
JUL 8 - 1965
FOR FILING

I-5-6(34)303

6068

July 6, 1965

3639

Mr. Robert L. Weiss
Cake, Jaureguy, Hardy, Buttler and McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

Dear Mr. Weiss:

This is in answer to your inquiry of June 10 concerning Lord Brothers' claims with this Department in connection with Contract No. 6068, Fremont Interchange Unit.

Both claims submitted by the contractor on February 27, 1964, were denied.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Marchant

CAG:ja jwa

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
226-7321

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
ROBERT L. WEISS
WILLIAM E. LOVE
JONATHAN U. NEWMAN
JOHN R. FAUST, JR
CLAUD A. INGRAM, JR.
JOSEPH J. HANNA, JR.
FREDERICK L. DECKER

June 10, 1965

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

RE: Fremont Interchange Unit
Contract No. 6068
Lord Bros. Contractors, Inc.

Dear Mr. Edwards:

I am writing to you as attorney for Lord Bros. Contractors, Inc. with respect to the above contract.

On February 27, 1964 the contractor submitted two claims in connection with the above contract. On April 29, 1965 you sent the contractor a letter stating that the claim had been rejected. From your letter it is not possible to ascertain whether one or the other or both of the claims was rejected.

It will be appreciated if you will clarify this matter for us.

Very truly yours,

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN

Robert L. Weiss
Robert L. Weiss

nh

cc: Lord Bros. Contractors, Inc.

Needed!-
Ret. date
1 week

RECEIVED
JUN 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 3 - 1965
FOR FILING

April 29, 1965

Lord Bros. Contractors, Inc.
9233 N. Calvert Avenue
Portland, Oregon 97217

Gentlemen:

I find that a controversy has existed since April 1, 1963 concerning a claim submitted by your company on the Fremont Interchange Unit of the Pacific Highway, Contract No. 4068.

After long negotiation between the engineers involved and your company for a compromise settlement, the compromise was submitted to the Bureau of Public Roads for their approval (this being an Interstate project). The Bureau of Public Roads refused to concur in the settlement.

I can, then, only advise you that the claim has been rejected.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
Salem, Oregon

bc Forrest Cooper
R. L. Porter
Ivan Merchant
F. D. Morgan
A. E. Johnson

RECEIVED
JAN 20 1965
FOR FILING

January 15, 1965

Liberty Mutual Insurance Company
Alderway Building
711 S. W. Alder Street
Portland, Oregon 97205

Attention: Mr. Ronald F. Holert
Claims Adjuster

Gentlemen:

As requested in your letter of January 6, we are attaching a copy of Contract No. 6068 with Lord Bros. Contractors and Lord Bros. Contractors, Inc., for grading and structures on the Fremont Interchange Unit, East Bank Freeway Section of the Pacific Highway.

An extra copy of this contract was not available, therefore, it was necessary to photocopy it, which consisted of 208 pages. There is a charge of 7 cents per page. Your remittance in the amount of $14.56 will be appreciated.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

LIBERTY MUTUAL INSURANCE COMPANY

January 6, 196[illegible]

Mr. Flor[illegible]uery, Secretary
Ore[illegible]on [illegible]ucket Commission
[illegible]len Rd, Oregon

Re: BENNY J. Pete--[illegible] Fremont Inboard Jet Sp. Boat--[illegible]

Dear Mr. [illegible]uery:

I am in receipt of your letter of December 31, 1965.

The contract between the State of Oregon, the Lone Ranger Contractors, Inc. on the Kimmerou Freeway section of the Pacific Highway (Portland), [illegible], is the contract that I would like to receive a copy on. This contract is for work on the Fremont Interchange with the Eastbank Freeway section which lies south of the Kimmerou Freeway. The contract was awarded April 15, 1965, and was scheduled October [illegible], 1965.

I would like to have a copy of this contract as soon as possible.

Thank you for your co-operation in the matter.

Very truly yours,

Ronald F. Holert

Ronald F. Holert
Claims Adjuster

RFH:[illegible]

FILED
FLORENCE QUERY

RECEIVED
DEC 3 1 1964
FOR FILING

December 31, 1964

Liberty Mutual Insurance Company
Alderway Building
711 S. W. Alder Street
Portland, Oregon 97205

Attention: Mr. Ronald F. Holert
Claims Adjuster

Gentlemen:

In your letter of December 22 you requested a copy of the contract between the State of Oregon and Lord Brothers Contractors, Inc., on the Minnesota Freeway Section of the Pacific Highway (Portland).

The only contract with Lord Bros. as principal contractor on this highway is our number 6068 for work on the Fremont Interchange Unit of the East Bank Freeway Section which lies south of the Minnesota Freeway. This contract was awarded April 13, 1962, and was completed October 3, 1963.

It may be that Lord Bros. performed work as a subcontractor on the Minnesota Freeway Section. Can you give us any more information on this matter so that we can properly identify the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

LIBERTY MUTUAL INSURANCE COMPANY

December [illegible], 1964

The Oregon State Highway Dept.
Salem, Oregon

RE: DeWITT J. DOBBS--PETER KIEWIT SONS CO. P.D.--[illegible]
[illegible] A. RILEY--PETER KIEWIT SONS CO. P.D.--[illegible]

Gentlemen:

On or about October 26, 1964, Lord Brothers Contractors, Inc., were performing work on the Mingler Freeway for the State of Oregon.

I would like to obtain a copy of the contract between the State of Oregon and Lord Brothers Contractors, Inc., so as to ascertain exactly where the Lord Brothers Contractors, Inc. were working on this particular location.

Thank you for your consideration on the matter.

Yours very truly,

Ronald F. Holert

Ronald F. Holert
Claims Adjuster

RFH/ca

Ruth
If you can identify the Contract No. see if a copy is available
FE

RECEIVED
DEC 2 1 1964
OREGON
STATE HIGHWAY COMMISSION

Alderway Building, 711 S. W. Alder Street, Portland, Oregon 97205 • CApitol 6-3521

RECEIVED
MAY 18 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

May 12, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Payroll deductions, Interstate Projects I-5-6(34)303 and I-5-6(43)307

It has come to the attention of this office that Lord Brothers Construction, Inc. made payroll deductions on the subject projects for United Good Neighbors during the months of September and October, 1963. It is presumed that such deductions were made in conformance with the applicable labor regulations and that the written consent of the employees was obtained as required in Title 29, Subtitle A, of the Copeland Regulations.

original To Maison
cc Young
5-18-64

NOTED
LLOYD P. SHAW

RECEIVED
DEC 27 1963
FOR FILING

December 27, 1963

General Insurance Co. of America
Portland Service Office
309 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On October 29, 1963, we wrote to you concerning release of final payment on contract #6068, awarded to Lord Bros. Contractors & Lord Bros Contractors, Inc., for the Fremont Interchange Unit of the East Bank Freeway Section of Pacific Highway in Multnomah County.

Final payment on this contract is $63,465.92 and the total contract amount is $2,121,702.10, including $9,059.50 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Lord Bros. Contractors, &
Lord Bros. Contractors, Inc.,
9233 North Calvert Avenue
Portland 17, Oregon

cc: C. H. Maison
Attn.: John Herr

FORM F-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 8958A		WEEK ENDING: November 2, 1963
SECTION: Eastbank Freeway		SECTION PREFIX: 626-1075
HIGHWAY: Pacific		COUNTY: Multnomah
NAME OF JOB: Fremont Interchange Unit	KIND OF WORK: Grading & Structure	
CONTRACTOR: Lord, Bros. Inc.	CONTRACT NUMBER: 6068	FEDERAL AID PROJECT NUMBER: I-5-6(34)303
DATE OF CONTRACT: April 13, 1962	DATE WORK STARTED: April 18, 1962	ESTIMATED COMPLETION DATE: October 3, 1963
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 280	WORK DAYS USED: 254
PROJECT AUTHORIZATION: $2,466,592.88	ENGINEERING AUTHORIZATION: $175,402.18	PERCENT OF TIME ELAPSED: 89
EXCLUSIVE OF ENGINEERING: $2,291,190.72	ENGINEERING COST TO DATE: $78,650.00 Grading only	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,223,877.66	PERCENT OF AUTHORIZATION . . . . . —%	
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . —%	DATE PROJECT WAS COMPLETED	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.64				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.64				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	307,000	770		160	700
TOTAL QUANTITIES CORRECTED TO DATE	277,174	876		260	628
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	277,174	876		260	628
AVERAGE DAILY QUANTITIES	complete	complete		complete	complete
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cloudy		
TUESDAY	Cloudy-Fair		
WEDNESDAY	Showers		
THURSDAY	Cloudy		
FRIDAY	Rain		
SATURDAY			

NOTED
JOHN R. OAKES

PBE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No construction activity.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Grading portion of semi-final estimate completed this week.

cc: Robert Shotwell, Br. Res.

SIGNED William E. Malthy
W.E. Malthy, Resident Engineer

ADDRESS ~~5821 N.E. Glisan St.~~, ~~Portland~~

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 29 1963
FOR FILING

October 28, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 3 on Contract 6068. The contract was with Lord Brothers Contractors and Lord Brothers Contractors, Incorporated, for work on the Fremont Interchange Unit of the East Bank Freeway on the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 28, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JUL 22 1963
FOR FILING

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JULY 11, 1963

(File Ref. D 322 - 0 - 15)

Lord Bros. Contractors and
Lord Bros. Contractors, Inc.
9233 N. Calvert Avenue
Portland 17, Oregon

Gentlemen:

Fremont Interchange Unit,
Federal-Aid Project No. I-5-6(34)303

Reference is made to our letter of December 13, 1962 written to Mr. Forrest Cooper relative to damage to the Railroad's Board and Locker Room Building and communication lines in Albina Yard on December 6, 1962 by your equipment while constructing a manhole for outfall sewer on the above-captioned project.

Attached are original and two copies of Union Pacific Railroad Company bill No. 966870 covering expenses incurred while making repairs for the damage. Will you please place this bill in line for payment, rendering your remittance to this office?

A copy of the bill is being furnished to Mr. Cooper and Dooly & Co. together with their copy of this letter.

Yours very truly,

G. H. Baker

enc.

cc: Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department, Salem 10, Oregon.

cc: Dooly & Co., Board of Trade Building, Portland 4, Oregon.

RECEIVED
JUL 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
OREGON
RECEIVED

7-62-100M

Form 130 A

Lord Bros. Contractors & Lord Bros Contr.Inc.
9233 N. Calvert Avenue
Portland 17, Oregon
(C/O. Mr. G.H. Baker - Albina)

BILL NO. 966870

MONTH'S ACCOUNT 6-1963

JF DEPT. NO. 3658

DATE MADE JUL 8 1963 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by UPRR Co. for repairs made to Board & Locker room Building & Communication lines at Albina Yard, account damaged at or about 3:45 PM on December 6, 1962, by your equipment while constructing Manhole for the outfall storm sewer at Albina, Oregon.			
B&B Gang 1724			
Labor 8 hrs	27	79	
Communication Department			
Districtman 11 hrs	39	48	
Rental of Equipment	9	53	
Truck T-130 11 hrs - 16 miles			76 80

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

Extent 6068

RECEIVED
MAR 7 - 1963
FOR FILING

Monthly transaction number 3-63

Project report number 6(34)303

9

1068

Form .-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 3-5-63	County Multnomah
	Project number I-5-6(34)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 14, 1962, is hereby modified as follows:

Revised estimated total cost of project $ 2,398,879.00

Revised Federal funds $ 2,206,000.00

Other revisions

This project agreement modified to include railroad work in the amount of $154.00 total cost; $141.00 Federal Funds. The total amount of Federal Funds remains unchanged.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5 day of March, 1963.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

ASST. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
Division Engineer

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project I-5-6(34)303

FREMONT INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Revised to include work retained in P.S.& E. status. Based on low bid prices, etc.)

Salem, Oregon, February 4, 1963

Type Code 0010
Roadway (Sta. 286+00 to Sta. 314+38) (Sta. 335+40 to Sta. 339+65) (Contract 6068)

Clearing and Grubbing	All Required			$ 51,300.00
Removal of Miscellaneous Concrete and Masonry	All Required			60,000.00
Drainage Excavation, Unclassified	21,400	cu.yds.	$ 6.00	128,400.00
General Excavation, Unclassified	307,000	cu.yds.	0.62	190,340.00
Disposing of Excess Material Between Sta. 404 & Sta. 436	89,500	cu.yds.	0.61	54,595.00
Short Overhaul	150,000	yd. sta.	0.02	3,000.00
Long Overhaul	3,800	C-yd.sta.	0.40	1,520.00
Finishing Roadbed and Slopes	All Required			1,500.00
Furnishing and Placing Topsoil	3,100	cu.yds.	2.00	6,200.00
Seeding and Mulching	5	acres	275.00	1,375.00
Loose Riprap	40	cu.yds.	7.00	280.00
8-inch Sewer Pipe	4,770	lin.ft.	2.00	9,540.00
10-inch Sewer Pipe	660	lin.ft.	3.00	1,980.00
12-inch Sewer Pipe	1,250	lin.ft.	3.50	4,375.00
15-inch Sewer Pipe	460	lin.ft.	5.00	2,300.00
18-inch Sewer Pipe	320	lin.ft.	6.00	1,920.00
21-inch Sewer Pipe	420	lin.ft.	7.00	2,940.00
24-inch Reinforced Sewer Pipe	530	lin.ft.	10.00	5,300.00
30-inch Reinforced Sewer Pipe	2,900	lin.ft.	11.00	31,900.00
36-inch Reinforced Sewer Pipe	1,900	lin.ft.	13.00	24,700.00
48-inch Reinforced Sewer Pipe	1,300	lin.ft.	21.00	27,300.00
8-inch Corrugated Metal Pipe	200	lin.ft.	2.30	460.00
48-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	390	lin.ft.	30.00	11,700.00
48-inch Asbestos Protected Corrugated Metal Pipe, 10 Gage, Protected Invert	260	lin.ft.	50.00	13,000.00
Extra for Pipe Under Pavement	2,550	lin.ft.	2.00	5,100.00
Extra for Pipe Under Railroad	All Required			28,000.00
Extra for Pipe Under Interstate Ave.	All Required			5,000.00
Class "A" Concrete in Sewer	35	cu.yds.	120.00	4,200.00
Metal Reinforcement in Sewers	2,400	lbs.	0.12	288.00
6-inch Perforated Rigid-Type Drain Pipe	460	lin.ft.	2.00	920.00
8-inch Perforated Rigid-Type Drain Pipe	4,800	lin.ft.	3.00	14,400.00
Special Backfill in Drains	1,320	cu.yds.	4.00	5,280.00

Concrete Inlets, Type "G"	80	only	$ 80.00	$ 1,600.00
Concrete Inlets, Type "G-1"	20	only	90.00	1,800.00
Concrete Inlets, Type "CG-1"	2	only	110.00	220.00
Special Inlets	42	only	80.00	3,360.00
Curb Inlets	2	only	80.00	160.00
Concrete Manholes, 6 feet or less deep	8	only	200.00	1,600.00
Concrete Manholes, 6 feet to 12 feet deep	40	only	250.00	10,000.00
Concrete Manholes, 12 feet to 18 feet deep	4	only	360.00	1,440.00
Concrete Manholes, 18 feet to 24 feet deep	4	only	500.00	2,000.00
Step Manholes	10	only	750.00	7,500.00
Drop Manholes	2	only	420.00	840.00
Capping Concrete Manholes	10	only	70.00	700.00
Concrete Curbs	75	cu.yds.	46.00	3,450.00
Concrete Walks	600	sq.yds.	4.00	2,400.00
Concrete Headwalls	4	cu.yds.	160.00	640.00
Metal Guard Rail	220	lin.ft.	3.00	660.00
Type 2 Barricade	125	lin.ft.	4.00	500.00
6-foot Chain-Link Fence	7,500	lin.ft.	2.00	15,000.00
4' x 6' Gates	4	only	50.00	200.00
8' x 6' Gates	1	only	80.00	80.00
Coarse Crushed Material in Base	620	cu.yds.	3.40	2,108.00
3/4" - 0 Material in Base	150	cu.yds.	3.70	555.00
Sprinkling	1,000	M-gals.	4.00	4,000.00
Class "B" Asphaltic Concrete	160	tons	7.70	1,232.00
8-inch Plain Portland Cement Concrete Pavement	700	sq.yds.	12.00	8,400.00
Shoring, Cribbing, etc. for Walls	All	Required		726.00
Structural Excavation for Walls	1,000	cu.yds.	2.00	2,000.00
Structural Excavation Below Elevation Shown for Walls	100	cu.yds.	4.00	400.00
Class "A" Concrete in Walls	All	Required		10,600.00
Metal Reinforcement in Walls	All	Required		7,880.00
				$ 786,164.00
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
Signing (Temporary)	All	Required		1,500.00
				$ 3,000.00
Utilities				
Work by City of Portland (Water Dept.)	All	Required		$ 32,133.00
Work by Union Pacific R.R. Co.	All	Required		140.00
		Subtotal		$ 821,437.00
		10% Engr. & Cont.		82,143.00
		Total		$ 903,580.00

Type Code X231
Fremont Interchange, Structure A (Br. #8956-A) (Sta. 314+38 to Sta. 335+40) (Contract 6068)

Shoring, Cribbing, etc.	All required			$ 5,168.00
Structural Excavation	3,000 cu.yds.	$	4.00	12,000.00
Structural Excavation below Elevation Shown	200 cu.yds.		10.00	2,000.00
Furnish Treated Timber Piling	41,460 lin.ft.		1.50	62,190.00
Drive Timber Piles	1,032 only		60.00	61,920.00
Pile Load Tests	5 only		400.00	2,000.00
Class "A" Concrete (7,350 cu.yds.)	All Required			442,000.00
45' to 50' Type III Prestressed Beams	15 only		670.00	10,050.00
50' to 55' Type III Prestressed Beams	21 only		735.00	15,435.00
60' to 65' Type III Prestressed Beams	32 only		860.00	27,520.00
65' to 70' Type III Prestressed Beams	65 only		950.00	61,750.00
70' to 85' Type III Prestressed Beams	24 only		985.00	23,640.00
50' to 55' Type IV Prestressed Beams	5 only		870.00	4,350.00
70' to 75' Type IV Prestressed Beams	25 only		1,240.00	31,000.00
80' to 85' Type IV Prestressed Beams	5 only		1,370.00	6,850.00
85' to 90' Type IV Prestressed Beams	36 only		1,400.00	50,400.00
Metal Reinforcement (1,700,000 lbs.)	All Required			180,000.00
Structural Steel (611,800 lbs. Carbon) (1,076,200 lbs. Low Alloy)	All Required			316,000.00
Metal Parapet Railing	All Required			18,450.00
Preparation of Slopes	1,300 sq.yds.		1.50	1,950.00
Concrete Slab Riprap	1,300 sq.yds.		6.00	7,800.00
8-inch Metal Drain Pipe	260 lin.ft.		3.00	780.00
6-inch Standard Steel Pipe	1,200 lin.ft.		8.00	9,600.00
8-inch Standard Steel Pipe	30 lin.ft.		10.00	300.00
1-1/4-inch Electrical Conduit	4,100 lin.ft.		0.90	3,690.00
Metal Guard Rail	52 lin.ft.		5.00	260.00
				$1,357,133.00
Metal Railing Posts	All Required			2,200.00
	Subtotal			$1,359,363.00
	10% Engr. & Cont.			135,936.00
	Total			$1,495,299.00

Length of Roadway	0.649 Mile
Length of Structure	0.387 Mile
Total Length	1.035 Mile
Cost of Roadway Per Mile	$1,392,265.02

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 903,580.00	$ 831,000.00	$ 72,580.00
Structure	1,495,299.00	1,375,000.00	120,299.00
	$2,398,879.00	$2,206,000.00	$ 192,879.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

FREMONT INTERCHANGE SECTION

PROJECT NO. I-5-6(34)303

Estimated cost of work by the City of Portland

Materials	$13,609.34
Labor	16,255.60
Equipment	2,268.22
	$32,133.16
Use	$32,133.00

Estimated cost of work by Union Pacific R.R. Company

Furnish labor and material for rearrangement of communication lines	$110.00
Furnish labor and material to relocate fire hose box	30.00
	$140.00

RECEIVED
AUG 28 1962
FOR FILING

Initial 6068

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
8-87

FC PR-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-5-6(34)303

PROJECT REPORT NO.: 6

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 99 Pacific Hwy. N. Shaver St. to N. Page St., Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-16-62	1.035
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,398,725.00	$ 2,206,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer August 14, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal-Aid
Project I-5-6(34)303

FREMONT INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 24, 1962

Tyng Code 0010
Roadway (Sta. 286+00 to Sta. 314+98)(Sta. 335+40 to Sta. 339+65)(Contract 6068)

Clearing and Grubbing	All	Required		$ 51,300.00
Removal of Miscellaneous Concrete and Masonry	All	Required		60,000.00
Drainage Excavation, Unclassified	21,400	cu.yd.	$ 6.00	128,400.00
General Excavation, Unclassified	307,000	cu.yd.	0.62	190,340.00
Disposing of Excess Material between Sta. 404 and Sta. 436	89,500	cu.yd.	0.61	54,595.00
Short Overhaul	150,000	yd.sta.	0.02	3,000.00
Long Overhaul	3,800	C-yd.sta.	0.40	1,520.00
Finishing Roadbed and Slopes	All	Required		1,500.00
Furnishing and Placing Topsoil	3,100	cu.yd.	2.00	6,200.00
Seeding and Mulching	5	acre	275.00	1,375.00
Loose Riprap	40	cu.yd.	7.00	280.00
8-inch Sewer Pipe	4,770	lin.ft.	2.00	9,540.00
10-inch Sewer Pipe	660	lin.ft.	3.00	1,980.00
12-inch Sewer Pipe	1,250	lin.ft.	3.50	4,375.00
15-inch Sewer Pipe	460	lin.ft.	5.00	2,300.00
18-inch Sewer Pipe	320	lin.ft.	6.00	1,920.00
21-inch Sewer Pipe	420	lin.ft.	7.00	2,940.00
24-inch Reinforced Sewer Pipe	530	lin.ft.	10.00	5,300.00
30-inch Reinforced Sewer Pipe	2,900	lin.ft.	11.00	31,900.00
36-inch Reinforced Sewer Pipe	1,900	lin.ft.	13.00	24,700.00
48-inch Reinforced Sewer Pipe	1,300	lin.ft.	21.00	27,300.00
8-inch Corrugated Metal Pipe	200	lin.ft.	2.30	460.00
48-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	390	lin.ft.	30.00	11,700.00
48-inch Asbestos-Protected Corrugated Metal Pipe, 10 Gage, Protected Invert	260	lin.ft.	50.00	13,000.00
Extra for Pipe under Pavement	2,550	lin.ft.	2.00	5,100.00
Extra for Pipe under Railroad	All	Required		28,000.00
Extra for Pipe under Interstate Ave.	All	Required		5,000.00
Class "A" Concrete in Sewer	35	cu.yd.	120.00	4,200.00
Metal Reinforcement in Sewers	2,400	lb.	0.12	288.00
6-inch Perforated Rigid-Type Drain Pipe	460	lin.ft.	2.00	920.00
8-inch Perforated Rigid-Type Drain Pipe	4,800	lin.ft.	3.00	14,400.00

Special Backfill in Drains	1,320	cu.yd.	$ 4.00	$ 5,280.00
Concrete Inlets, Type "C"	20	only	80.00	1,600.00
Concrete Inlets, Type "C-1"	20	only	90.00	1,800.00
Concrete Inlets, Type "CG-1"	2	only	110.00	220.00
Special Inlets	42	only	80.00	3,360.00
Curb Inlets	2	only	80.00	160.00
Concrete Manholes, 6' or less deep	8	only	200.00	1,600.00
Concrete Manholes, 6' to 12' deep	40	only	250.00	10,000.00
Concrete Manholes, 12' to 18' deep	4	only	360.00	1,440.00
Concrete Manholes, 18' to 24' deep	4	only	500.00	2,000.00
Step Manholes	10	only	750.00	7,500.00
Drop Manholes	2	only	420.00	840.00
Capping Concrete Manholes	10	only	70.00	700.00
Concrete Curbs	75	cu.yd.	46.00	3,450.00
Concrete Walks	600	sq.yd.	4.00	2,400.00
Concrete Headwalls	4	cu.yd.	160.00	640.00
Metal Guard Rail	220	lin.ft.	3.00	660.00
Type 2 Barricade	125	lin.ft.	4.00	500.00
6-foot Chain-Link Fence	7,500	lin.ft.	2.00	15,000.00
4' x 6' Gates	4	only	50.00	200.00
8' x 6' Gates	1	only	80.00	80.00
Coarse Crushed Material in Base	620	cu.yd.	3.40	2,108.00
3/4" - 0 Material in Base	150	cu.yd.	3.70	555.00
Sprinkling	1,000	M-gal.	4.00	4,000.00
Class "B" Asphaltic Concrete	160	ton	7.70	1,232.00
8-inch Plain Portland Cement Concrete Pavement	700	sq.yd.	12.00	8,400.00
Shoring, Cribbing, etc., for Walls	All	Required		726.00
Structural Excavation for Walls	1,000	cu.yd.	2.00	2,000.00
Structural Excavation below Elevation Shown for Walls	100	cu.yd.	4.00	400.00
Class "A" Concrete in Walls	All	Required		10,600.00
Metal Reinforcement in Walls	All	Required		2,860.00
				$786,164.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,500.00
Signing (Temporary)	All	Required		1,500.00
				$ 3,000.00
Utilities				
Work by City of Portland (Water Dept.)	All	Required		$ 32,133.00
		Subtotal		$821,297.00
		10% Engr. & Cont.		82,130.00
		Total		$903,427.00

Type Code 1231
Pavement Interchange, Structure A (Br. #8958-A)(Sta. 314+98 to Sta. 335+40)
(Contract 6068)

Shoring, Cribbing, etc.	All Required		$ 5,166.00
Structural Excavation	3,000 cu.yd.	$ 4.00	12,000.00
Structural Excavation below Elevation Shown	200 cu.yd.	10.00	2,000.00
Furnish Treated Timber Piling	41,460 lin.ft.	1.50	62,190.00
Drive Timber Piles	1,032 only	60.00	61,920.00
Pile Load Tests	5 only	400.00	2,000.00
Class "A" Concrete (7,850 cu.yd.)	All Required		442,000.00
45' to 50' Type III Prestressed Beams	15 only	670.00	10,050.00
50' to 55' Type III Prestressed Beams	21 only	735.00	15,435.00
60' to 65' Type III Prestressed Beams	32 only	860.00	27,520.00
65' to 70' Type III Prestressed Beams	65 only	950.00	61,750.00
70' to 85' Type III Prestressed Beams	24 only	985.00	23,640.00
50' to 55' Type IV Prestressed Beams	5 only	870.00	4,350.00
70' to 75' Type IV Prestressed Beams	25 only	1240.00	31,000.00
80' to 85' Type IV Prestressed Beams	5 only	1370.00	6,850.00
85' to 90' Type IV Prestressed Beams	36 only	1400.00	50,400.00
Metal Reinforcement (1,700,000 lb.)	All Required		180,000.00
Structural Steel (611,800 lb. Carbon)(1,076,200 lb. Low Alloy)	All Required		316,000.00
Metal Parapet Railing	All Required		18,450.00
Preparation of Slopes	1,300 sq.yd.	1.50	1,950.00
Concrete Slab Riprap	1,300 sq.yd.	6.00	7,800.00
8-inch Metal Drain Pipe	260 lin.ft.	3.00	780.00
6-inch Standard Steel Pipe	1,200 lin.ft.	8.00	9,600.00
8-inch Standard Steel Pipe	30 lin.ft.	10.00	300.00
1-1/4 inch Electrical Conduit	4,100 lin.ft.	0.90	3,690.00
Metal Guard Rail	52 lin.ft.	5.00	260.00
			$1,357,103.00
Metal Railing Posts	All Required		$ 2,260.00
	Subtotal		$1,359,363.00
	10% Engr. & Cont.		135,936.00
	Total		$1,495,299.00

Federal-Aid
Project I-5-4(34)303

Oregon State Highway Department -4-

Length of Roadway - - - - - - - 0.649 Mile
Length of Structure - - - - - - 0.387 Mile
Total Length- - - - - - - - - - 1.035 Miles
Cost of Roadway Per Mile- - - $1,392,027.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 903,426.00	$ 831,000.00	$ 72,426.00
Structure	1,495,299.00	1,375,000.00	120,299.00
	$2,398,725.00	$2,206,000.00	$192,725.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Work Retained in FH & F Status

Description	Total Cost	Federal Funds
Work by UPRR Company	$4,400.00	$4,000.00

[redacted] INTERCHANGE SECTION

PROJECT NO. I-5-6(34)302

Estimated cost of work by the City of Portland.

Materials	$13,409.34
Labor	16,253.80
Equipment	2,266.22
	$32,133.16
10%	$32,133.00

Oregon State Highway Department

Federal-Aid
Project I-5-6(34)303

FREMONT INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 16, 1962

Type Code 0010
Roadway (Sta. 286+00 to Sta. 314+98)(Sta. 335+40 to Sta. 339+65)

Clearing and Grubbing	All Req.		$ 20,000.00
Removal of Miscellaneous Concrete and Masonry	All Req.		20,000.00
Drainage Excavation, Unclassified	21,400 cu.yd.	$3.00	64,200.00
General Excavation, Unclassified	307,000 cu.yd.	0.70	214,900.00
Short Overhaul	150,000 yd.sta.	0.02	3,000.00
Long Overhaul	3,800 C-yd.sta.	0.50	1,900.00
Finishing Roadbed and Slopes	All Req.		5,000.00
Furnishing and Placing Topsoil	3,100 cu.yd.	1.50	4,650.00
Seeding and Mulching	5 acre	250.00	1,250.00
Loose Riprap	40 cu.yd.	6.00	240.00
8-inch Sewer Pipe	4,770 lin.ft.	2.75	13,117.50
10-inch Sewer Pipe	660 lin.ft.	3.00	1,980.00
12-inch Sewer Pipe	1,250 lin.ft.	4.25	5,312.50
15-inch Sewer Pipe	460 lin.ft.	5.50	2,530.00
18-inch Sewer Pipe	320 lin.ft.	6.25	2,000.00
21-inch Sewer Pipe	420 lin.ft.	7.00	2,940.00
24-inch Reinforced Sewer Pipe	530 lin.ft.	9.25	4,902.50
30-inch Reinforced Sewer Pipe	2,900 lin.ft.	12.00	34,800.00
36-inch Reinforced Sewer Pipe	1,900 lin.ft.	15.00	28,500.00
48-inch Reinforced Sewer Pipe	1,300 lin.ft.	20.00	26,000.00
8-inch Corrugated Metal Pipe	200 lin.ft.	3.50	700.00
48-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	390 lin.ft.	32.00	12,480.00
48-inch Asbestos-Protected Corrugated Metal Pipe, 10 Gage, Protected Invert	260 lin.ft.	35.00	9,100.00
Extra for Pipe under Pavement	2,550 lin.ft.	5.50	14,025.00
Extra for Pipe under Railroad	All Req.		25,000.00
Extra for Pipe under Interstate Ave.	All Req.		6,500.00
Class "A" Concrete in Sewer	35 cu.yd.	100.00	3,500.00
Metal Reinforcement in Sewers	2,400 lb.	0.20	480.00
6-inch Perforated Rigid-Type Drain Pipe	460 lin.ft.	1.50	690.00
8-inch Perforated Rigid-Type Drain Pipe	4,800 lin.ft.	2.00	9,600.00
Special Backfill in Drains	1,320 cu.yd.	7.00	9,240.00
Concrete Inlets, Type "G"	20 only	85.00	1,700.00
Concrete Inlets, Type "G-1"	20 only	95.00	1,900.00
Concrete Inlets, Type "CG-1"	2 only	100.00	200.00
Special Inlets	42 only	100.00	4,200.00
Curb Inlets	2 only	75.00	150.00
Concrete Manholes, 6 feet or less Deep	8 only	275.00	2,200.00

Concrete Manholes, 6 ft. to 12 ft. Deep	40 only	$ 375.00	$ 15,000.00
Concrete Manholes, 12 ft. to 18 ft. Deep	4 only	500.00	2,000.00
Concrete Manholes, 18 ft. to 24 ft. Deep	4 only	1500.00	6,000.00
Step Manholes	10 only	3500.00	35,000.00
Drop Manholes	2 only	1500.00	3,000.00
Capping Concrete Manholes	10 only	125.00	1,250.00
Concrete Curbs	75 cu.yd.	40.00	3,000.00
Concrete Walks	600 sq.yd.	4.00	2,400.00
Concrete Headwalls	4 cu.yd.	60.00	240.00
Metal Guard Rail	220 lin.ft.	3.00	660.00
Type 2 Barricade	125 lin.ft.	4.50	562.50
6-foot Chain-Link Fence	7,500 lin.ft.	2.25	16,875.00
4' x 6' Gates	4 only	75.00	300.00
8' x 6' Gates	1 only	125.00	125.00
Coarse Crushed Material in Base	620 cu.yd.	4.00	2,480.00
3/4" - 0 Material in Base	150 cu.yd.	4.50	675.00
Sprinkling	1,000 M-gal.	2.50	2,500.00
Class "B" Asphaltic Concrete	160 ton	12.00	1,920.00
8-inch Plain Portland Cement Concrete Pavement	700 sq.yd.	6.00	4,200.00
Shoring, Cribbing, etc., for Walls	All Req.		1,000.00
Structural Excavation for Walls	1,000 cu.yd.	3.00	3,000.00
Structural Excavation below Elevation Shown for Walls	100 cu.yd.	5.00	500.00
Class "A" Concrete in Walls	All Req.		13,800.00
Metal Reinforcement in Walls	All Req.		3,360.00
			$678,735.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 1,500.00
Signing (Temporary)	All Req.		1,500.00
			$ 3,000.00
Utilities			
Work by City of Portland (Water Dept.)	All Req.		$ 40,000.00
UPRR Co. (Railroad Protection)	All Req.		4,000.00
			$ 44,000.00
		Subtotal	$725,735.00
		10% Engr. & Cont.	72,573.00
		Total	$798,308.00

Type Code X231
Fremont Interchange, Structure A (Br. #8958-A)(Sta. 314+98 to Sta. 335+40)

Shoring, Cribbing, etc.	All Req.		$ 40,000.00
Structural Excavation	3,000 cu.yd.	$5.00	15,000.00
Structural Excavation below Elevation Shown	200 cu.yd.	10.00	2,000.00
Furnish Treated Timber Piling	41,460 lin.ft.	1.30	53,898.00
Drive Timber Piles	1,032 only	65.00	67,080.00
Class "A" Concrete (7,850 cu.yd. at $68.00)	All Req.		533,800.00
45' to 50' Type III Prestressed Beams	15 only	740.00	11,100.00
50' to 55' Type III Prestressed Beams	21 only	840.00	17,640.00
60' to 65' Type III Prestressed Beams	32 only	990.00	31,680.00
65' to 70' Type III Prestressed Beams	65 only	1110.00	72,150.00
70' to 85' Type III Prestressed Beams	24 only	1200.00	28,800.00
50' to 55' Type IV Prestressed Beams	5 only	1025.00	5,125.00
70' to 75' Type IV Prestressed Beams	25 only	1765.00	44,125.00
80' to 85' Type IV Prestressed Beams	5 only	1815.00	9,075.00
85' to 90' Type IV Prestressed Beams	36 only	1980.00	71,280.00
Metal Reinforcement (1,700,000 lb. at $0.11)	All Req.		187,000.00
Structural Steel (780,000 lb. Carbon at $0.21; 908,000 lb. Low Alloy at $0.23)	All Req.		372,640.00
Metal Parapet Railing	All Req.		17,000.00
Preparation of Slopes	1,300 sq.yd.	1.00	1,300.00
Concrete Slab Riprap	1,300 sq.yd.	7.00	9,100.00
8-inch Metal Drain Pipe	260 lin.ft.	4.00	1,040.00
6-inch Standard Steel Pipe	1,200 lin.ft.	9.00	10,800.00
8-inch Standard Steel Pipe	30 lin.ft.	12.00	360.00
1-1/4 inch Electrical Conduit	4,100 lin.ft.	1.25	5,125.00
Metal Guard Rail	52 lin.ft.	4.00	208.00
			$1,607,326.00
Metal Railing Posts	All Req.		$ 2,260.00

Federal-Aid
Project I-5-6(34)303

Subtotal	$1,609,586.00
10% Engr. & Cont.	160,958.00
Total	$1,770,544.00

Length of Roadway - - - - - 0.649 Mile
Length of Structure - - - - 0.387 Mile
Total Length- - - - - - - - - 1.035 Miles
Cost of Roadway Per Mile- - $1,230,058.55

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 798,308.00	$ 734,000.00	$ 64,308.00
Structure	1,770,544.00	1,628,000.00	142,544.00
	$2,568,852.00	$2,362,000.00	$206,852.00

PRESTRESSED BEAM QUANTITIES

45'-50' Beam Type III

Overhead			$ 80.00
Class "A-A" Concrete	7 cu.yd.	$45.00	315.00
Prestressed Steel	600 lb.	0.40	240.00
Metal Reinforcement	900 lb.	0.12	108.00
			$ 743.00

50'-55' Beam Type III

Overhead			$ 80.00
Class "A-A" Concrete	8 cu.yd.	$45.00	360.00
Prestressed Steel	700 lb.	0.40	280.00
Metal Reinforcement	1,000 lb.	0.12	120.00
			$ 840.00

60'-65' Beam Type III

Overhead			$ 90.00
Class "A-A" Concrete	9 cu.yd.	$45.00	405.00
Prestressed Steel	900 lb.	0.40	360.00
Metal Reinforcement	1,100 lb.	0.12	132.00
			$ 987.00

65'-70' Beam Type III

Overhead			$ 90.00
Class "A-A" Concrete	10 cu.yd.	$45.00	450.00
Prestressed Steel	1,100 lb.	0.40	440.00
Metal Reinforcement	1,100 lb.	0.12	132.00
			$1,112.00

70'-75' Beam Type III

Overhead			$ 90.00
Class "A-A" Concrete	11 cu.yd.	$45.00	495.00
Prestressed Steel	1,200 lb.	0.40	480.00
Metal Reinforcement	1,100 lb.	0.12	132.00
			$1,197.00

50'-55' Beam Type IV

Overhead			$ 80.00
Class "A-A" Concrete	11 cu.yd.	$45.00	495.00
Prestressed Steel	800 lb.	0.40	320.00
Metal Reinforcement	1,100 lb.	0.12	132.00
			$1,027.00

PRESTRESSED BEAM QUANTITIES - contd.

70'-75' Beam Type IV

Overhead			$ 90.00
Class "A-A" Concrete	15 cu.yd.	$45.00	675.00
Prestressed Steel	1,300 lb.	0.40	520.00
Metal Reinforcement	1,400 lb.	0.12	480.00
			$1,765.00

80'-85' Beam Type IV

Overhead			$ 100.00
Class "A-A" Concrete	17 cu.yd.	$45.00	765.00
Prestressed Steel	1,900 lb.	0.40	760.00
Metal Reinforcement	1,600 lb.	0.12	192.00
			$1,817.00

85'-90' Beam Type IV

Overhead			$ 100.00
Class "A-A" Concrete	18 cu.yd.	$45.00	810.00
Prestressed Steel	2,200 lb.	0.40	880.00
Metal Reinforcement	1,600 lb.	0.12	192.00
			$1,982.00

Oregon State Highway Department

Federal Aid
Project I-5-6(34)303

FREMONT INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 5, 1962

Type Code 0010
Roadway (Sta. 286+00 to Sta. 314+98)(Sta. 335+40 to Sta. 339+65)

Clearing and Grubbing	All Required		$ 20,000.00
Removal of Miscellaneous Concrete and Masonry	All Required		20,000.00
Drainage Excavation, Unclassified	21,400 cu.yds.	$ 3.00	64,200.00
General Excavation, Unclassified	307,000 cu.yds.	0.57	174,990.00
Disposing of Excess Material Between Sta. 404 and Sta. 436	89,500 cu.yds.	0.47	42,065.00
Short Overhaul	150,000 yd.stas.	0.02	3,000.00
Long Overhaul	3,800 C-yd.stas.	0.50	1,900.00
Finishing Roadbed and Slopes	All Required		5,000.00
Furnishing and Placing Topsoil	3,100 cu.yds.	1.50	4,650.00
Seeding and Mulching	5 acres	250.00	1,250.00
Loose Riprap	40 cu.yds.	6.00	240.00
8-inch Sewer Pipe	4,770 lin.ft.	2.75	13,117.50
10-inch Sewer Pipe	660 lin.ft.	3.00	1,980.00
12-inch Sewer Pipe	1,250 lin.ft.	4.25	5,312.50
15-inch Sewer Pipe	460 lin.ft.	5.50	2,530.00
18-inch Sewer Pipe	320 lin.ft.	6.25	2,000.00
21-inch Sewer Pipe	420 lin.ft.	7.00	2,940.00
24-inch Reinforced Sewer Pipe	530 lin.ft.	9.25	4,902.50
30-inch Reinforced Sewer Pipe	2,900 lin.ft.	12.00	34,800.00
36-inch Reinforced Sewer Pipe	1,900 lin.ft.	15.00	28,500.00
48-inch Reinforced Sewer Pipe	1,300 lin.ft.	20.00	26,000.00
8-inch Corrugated Metal Pipe	200 lin.ft.	3.50	700.00
48-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	390 lin.ft.	32.00	12,480.00
48-inch Asbestos Protected Corrugated Metal Pipe, 10 Gage, Protected Invert	260 lin.ft.	35.00	9,100.00
Extra for Pipe Under Pavement	2,500 lin.ft.	5.50	14,025.00
Extra for Pipe Under Railroad	All Required		25,000.00
Extra for Pipe Under Interstate Ave.	All Required		6,500.00
Class "A" Concrete in Sewer	35 cu.yds.	100.00	3,500.00
Metal Reinforcement in Sewers	2,400 lbs.	0.20	480.00
6-inch Perforated-Rigid Type Drain Pipe	460 lin.ft.	1.50	690.00

8-inch Perforated Rigid-Type Drain Pipe	4,800 lin.ft.	$ 2.00	$ 9,600.00
Special Backfill in Drains	1,320 cu.yds.	7.00	9,240.00
Concrete Inlets, Type "G"	20 only	85.00	1,700.00
Concrete Inlets, Type "G-1"	20 only	95.00	1,900.00
Concrete Inlets, Type "CG-1"	2 only	100.00	200.00
Special Inlets	42 only	100.00	4,200.00
Curb Inlets	2 only	75.00	150.00
Concrete Manholes, 6 feet or less Deep	8 only	275.00	2,200.00
Concrete Manholes, 6 feet to 12 feet Deep	40 only	375.00	15,000.00
Concrete Manholes, 12 feet to 18 feet Deep	4 only	500.00	2,000.00
Concrete Manholes, 18 feet to 24 feet Deep	4 only	1,500.00	6,000.00
Step Manholes	10 only	3,500.00	35,000.00
Drop Manholes	2 only	1,500.00	3,000.00
Capping Concrete Manholes	10 only	125.00	1,250.00
Concrete Curbs	75 cu.yds.	40.00	3,000.00
Concrete Walks	600 sq.yds.	4.00	2,400.00
Concrete Headwalls	4 cu.yds.	60.00	240.00
Metal Guard Rail	220 lin.ft.	3.00	660.00
Type 2 Barricade	125 lin.ft.	4.50	562.50
6-foot Chain-Link Fence	7,500 lin.ft.	2.25	16,875.00
4' x 6' Gates	4 only	75.00	300.00
8' x 6' Gates	1 only	125.00	125.00
Coarse Crushed Material in Base	620 cu.yds.	4.00	2,480.00
3/4" - 0 Material in Base	150 cu.yds.	4.50	675.00
Sprinkling	1,000 M-gals.	2.50	2,500.00
Class "B" Asphaltic Concrete	160 tons	12.00	1,920.00
8-inch Plain Portland Cement Concrete Pavement	700 sq.yds.	6.00	4,200.00
Shoring, Cribbing, etc. for Walls	All Required		1,000.00
Structural Excavation for Walls	1,000 cu.yds.	3.00	3,000.00
Structural Excavation Below Elevation Shown for Walls	100 cu.yds.	5.00	500.00
Class "A" Concrete in Walls	All Required		13,800.00
Metal Reinforcement in Walls	All Required		3,360.00
			$ 680,890.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,500.00
Signing (Temporary)	All Required		1,500.00
			$ 3,000.00

Utilities			
Work by City of Portland (Water Dept.)	All Required		$ 40,000.00
UPRR Co. (Railroad Protection)	All Required		4,000.00
			$ 44,000.00
	Subtotal		$ 727,890.00
	10% Engr. & Cont.		72,789.00
	Total		$ 800,679.00

Type Code X231
Fremont Interchange, Structure A (Br. #8958-A)(Sta. 314+98 to Sta. 335+40)

Shoring, Cribbing, Etc.	All Required		$ 40,000.00
Structural Excavation	3,000 cu.yds.	$ 5.00	15,000.00
Structural Excavation Below Elevation Shown	200 cu.yds.	10.00	2,000.00
Furnish Treated Timber Piling	41,460 lin.ft.	1.30	53,898.00
Drive Timber Piles	1,032 only	65.00	67,000.00
Pile Load Tests	5 only	1,500.00	7,500.00
Class "A" Concrete (7,850 cu.yds. at $68.00)	All Required		533,800.00
45' to 50' Type III Prestressed Beams	15 only	740.00	11,100.00
50' to 55' Type III Prestressed Beams	21 only	840.00	17,640.00
60' to 65' Type III Prestressed Beams	32 only	990.00	31,680.00
65' to 70' Type III Prestressed Beams	65 only	1,110.00	72,150.00
70' to 85' Type III Prestressed Beams	24 only	1,200.00	28,800.00
50' to 55' Type IV Prestressed Beams	5 only	1,025.00	5,125.00
70' to 75' Type IV Prestressed Beams	25 only	1,765.00	44,125.00
80' to 85' Type IV Prestressed Beams	5 only	1,815.00	9,075.00
85' to 90' Type IV Prestressed Beams	36 only	1,980.00	71,280.00
Metal Reinforcement (1,700,000 lbs. at $0.11)	All Required		187,000.00
Structural Steel (611,800 lbs. Carbon at $0.21, 1,076,200 lbs. Low Alloy at $0.23)	All Required		376,004.00
Metal Parapet Railing	All Required		17,000.00
Preparation of Slopes	1,300 sq.yds.	1.00	1,300.00
Concrete Slab Riprap	1,300 sq.yds.	7.00	9,100.00
8-inch Metal Drain Pipe	260 lin.ft.	4.00	1,040.00
6-inch Standard Steel Pipe	1,200 lin.ft.	9.00	10,800.00
8-inch Standard Steel Pipe	30 lin.ft.	12.00	360.00
1¼-inch Electrical Conduit	4,100 lin.ft.	1.25	5,125.00
Metal Guard Rail	52 lin.ft.	4.00	208.00
			$1,618,190.00

Metal Railing Posts	All Required	$ 2,260.00
	Subtotal	$1,620,450.00
	10% Engr. & Cont.	162,045.00
	Total	$1,782,495.00

Length of Roadway - - - - - - - - - - 0.649 Mile
Length of Structure - - - - - - - - - 0.387 Mile
Total Length - - - - - - - - - - - - - 1.035 Miles
Cost of Roadway Per Mile - - - - - - $1,233,711.86

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 800,679.00	$ 734,000.00	$ 66,679.00
Structure	1,782,495.00	1,628,000.00	154,495.00
	$2,583,174.00	$2,362,000.00	$221,174.00

PRESTRESSED BEAM QUANTITIES

45'-50' Beam Type III

Overhead			$ 80.00
Class "A-A" Concrete	7 cu.yds.	$45.00	315.00
Prestressed Steel	600 lbs.	0.40	240.00
Metal Reinforcement	900 lbs.	0.12	108.00
			$ 743.00

50'-55' Beam Type III

Overhead			$ 80.00
Class "A-A" Concrete	8 cu.yds.	$45.00	360.00
Prestressed Steel	700 lbs.	0.40	280.00
Metal Reinforcement	1,000 lbs.	0.12	120.00
			$ 840.00

60'-65' Beam Type III

Overhead			$ 90.00
Class "A-A" Concrete	9 cu.yds.	$45.00	405.00
Prestressed Steel	900 lbs.	0.40	360.00
Metal Reinforcement	1,100 lbs.	0.12	132.00
			$ 987.00

65'-70' Beam Type III

Overhead			$ 90.00
Class "A-A" Concrete	10 cu.yds.	$45.00	450.00
Prestressed Steel	1,100 lbs.	0.40	440.00
Metal Reinforcement	1,100 lbs.	0.12	132.00
			$1,112.00

70' to 75' Beam Type III

Overhead			$ 90.00
Class "A-A" Concrete	11 cu.yds.	$45.00	495.00
Prestressed Steel	1,200 lbs.	0.40	480.00
Metal Reinforcement	1,100 lbs.	0.12	132.00
			$1,197.00

PRESTRESSED BEAM QUANTITIES - contd.

50'-55' Beam Type IV

Overhead			$ 80.00
Class "A-A" Concrete	11 cu.yds.	$45.00	495.00
Prestressed Steel	800 lbs.	0.40	320.00
Metal Reinforcement	1,100 lbs.	0.12	132.00
			$1,027.00

70'-75' Beam Type IV

Overhead			$ 90.00
Class "A-A" Concrete	15 cu.yds.	$45.00	675.00
Prestressed Steel	1,300 lbs.	0.40	520.00
Metal Reinforcement	1,400 lbs.	0.12	480.00
			$1,765.00

80'-85' Beam Type IV

Overhead			$ 100.00
Class "A-A" Concrete	17 cu.yds.	$45.00	765.00
Prestressed Steel	1,900 lbs.	0.40	760.00
Metal Reinforcement	1,600 lbs.	0.12	192.00
			$1,817.00

85'-90' Beam Type IV

Overhead			$ 100.00
Class "A-A" Concrete	18 cu.yds.	$45.00	810.00
Prestressed Steel	2,200 lbs.	0.40	880.00
Metal Reinforcement	1,600 lbs.	0.12	192.00
			$1,982.00

RECEIVED
FEB 5 - 1963

FORM E-30 5M 5-62 43908

FOR FILING

I-(A)-3.9

6068

RAILROAD
FILE No. 6.2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1963

To: Mr. Floyd Query, Secretary
State Highway Commission
O f f i c e

SUBJECT: Permit of Entry
Fremont Interchange
Multnomah County
Union Pacific Railroad Co.

Attached please find fully executed copy of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

There is no exhibit map or drawing included with this agreement.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encl.

cc: R. L. Porter
F. D. Morgan
I. A. DeFrance
Fred Klaboe
J. W. Nash
C. H. Maison
Earl F. Saling

NOTED
FLOYD QUERY

RECEIVED
FEB 5 - 1963
FORM E-20 SDM 5-62 43908

FOR FILING

6 6 1

RAILROAD CO...
FILE No. 2...

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1963

To: Mr. Floyd Query, Secretary
State Highway Commission
O f f i c e

SUBJECT: File No. 34212
Pipeline Crossing Agreement
Fremont Interchange Unit
East Bank Freeway Section
Multnomah County
Union Pacific Railroad Co.

Attached please find fully executed copy of a Pipe Line Crossing Agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encl.

cc: R. L. Porter
F. D. Morgan
I. A. DeFrance
Fred Klaboe
J. W. Nash
C. H. Maison
Earl F. Saling

NOTED
FLOYD QUERY

RECEIVED
JAN 9 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 7, 1963

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-5-6(34)303
Freemont Interchange Section
City of Portland
Utility Adjustment

The agreement between the above-mentioned City and the State Highway Commission dated April 10, 1959 covering utility adjustments and traffic control measures was approved by this office on May 8, 1962 for this section of work.

We now approve the addition of the two meters as requested in Mr. Young's letter of January 3, 1962.

Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
JAN 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
1-9-63

NOTED
LLOYD P. SHAW

FORM S-125

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6068 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 24, 1962

LORD BROS. CONTRACTORS AND
LORD BROS. CONTRACTORS, INC.
9233 N. Calvert Avenue
Portland 17, Oregon

Gentlemen:

We are in receipt of copies of correspondence from the Union Pacific Railroad Company to Mr. Forrest Cooper, regarding damage to their facilities. This damage occurred on about 3:45 P.M., December 6, 1962, in the railroad's Albina yard, Portland, Oregon, apparently due to your construction activities.

We will expect verification of satisfaction of this claim before final acceptance of this project is possible.

Please advise this office so that no problems will occur in the final payment of this project.

Sincerely,

F. B. Klaboe
Metropolitan Engineer

By J. B. Boyd
J. B. Boyd
Metropolitan Office Engineer

JBB/cp

CC: Lloyd P. Shaw
Ivan Merchant
William Maltby
Robert Shotwell

NOTED
LLOYD P. SHAW

RECEIVED
DEC 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 1963
FOR FILING

5-6(34)303

6068

Salem, Oregon
December 17, 1962

I-5-6(34)303
Contract No. 6068

Mr. F. B. Klabee
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon

Attention: A. V. Benedict

Herewith is a copy of a letter from Union Pacific Railroad in regard to damage to its property on the subject project.

Will you please investigate this and take whatever action is indicated.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

December 17, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: I-5-6(34)303
Contract No. 6068

Dear Sir:

This will acknowledge receipt of your communication regarding damage to the Union Pacific Railroad Board and Locker Room Building.

Your letter has been forwarded to our Division Office and if you have any immediate questions, will you please contact Mr. Klaboe at Belmont 5-8911.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
F. B. Klaboe

≈ 6068

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

DECEMBER 13, 1962

File Ref. D 322 - 0 - 15

U. S. CERTIFIED MAIL -
Return Receipts Requested

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Engineer
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Fremont Interchange Unit - FAP No. I-5-6(34)303

This is to advise that due to operations of State's Contractor, Lord Bros. Contractors and Lord Bros. Contractors, Inc., while constructing manhole for the outfall storm sewer in connection with above-captioned project, damaged the Railroad's Board and Locker Room Building and communication lines at about 3:45 PM, DECEMBER 6, 1962, in the Railroad's Albina Yard at Portland, Oregon.

We expect to present a bill for the damage when our costs for repairs have been determined.

Will you kindly acknowledge receipt of this letter?

Yours very truly,

G H Baker

cc: Lord Bros. Contractors and
Lord Bros. Contractors, Inc.
9233 N. Calvert Avenue
Portland 17, Oregon

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6068

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 4, 1962

Mr. L. H. Rosenthal
City Engineer
City of Portland
City Hall
1220 S.W. 5th Avenue
Portland, Oregon

Re: Fremont Interchange Unit
East Bank Freeway
Contract: 6068
Prefix: 626-1075

Attention: Mr. Lind

Dear Mr. Rosenthal:

Construction of the outfall sewer carrying storm water from the Fremont Interchange area at the junction of the East Bank and the Minnesota Avenue Freeways passes under several railroad spur lines of which we were not aware of when the plans were drawn up. These spur lines are not in use at present and according to the railroad are being retained only in case of national emergency and need for access to the industrial areas near North River Street. The railroad is on River Street, Loring Street, Newmith Street and Randolph Avenue.

The railroad suggests that we use special types of construction and we question their right to do so. I would appreciate advice as to the rights of the railroad as to the terms of their franchise and their permit to the city.

Would you please have this information assembled so that we may adjust our construction program as needed.

Very truly yours,

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

LPS/ep

CC: G. S. Paxon
F. D. Morgan
James Don
R. Shotwell

RECEIVED
SEP - 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 23 1962
COMMISSION
FOR FILING
GLENN JACKSON, CHAIRMAN
KENNETH M. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
I - 5 (1) 31-1(2)
6068

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon
August 22, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

Fremont Interchange
Pacific Highway
Prefix: 626-1075
Contract: 6068

Gentlemen:

This is to inform you that a contract has been awarded to the Lord Bros. and Lord Bros., Inc. to construct a portion of the Fremont Interchange. This work is for a 2,042 foot concrete and steel girder grade separation structure with a normal clear roadway width of 76 feet. Also this project involves approximately 307,000 cu. yds. of roadbed excavation and miscellaneous drainage structures. This project lies roughly between Page Street and Shaver Street.

Mr. Robert Shotwell will be our resident engineer on the project as it concerns the structures. His telephone number is BE 5-8911. His home telephone number is PR 5-9152. Mr. William Maltby will take care of those portions which are involved with the grading and the drainage. His telephone number is BE 5-8911. His home telephone number is AL 2-7165. Please direct questions arising in this work to the appropriate resident engineer.

Very truly yours,

Lloyd F. Shaw
Metropolitan Engineer

NOTED
G. S. PAXSON

By: Jay B Boyd
Jay B. Boyd
Metropolitan Office Engineer

JBB/bb
cc: G. S. Paxson
A. E. Johnson
E. E. Johnston
Robert Shotwell
William Maltby

RECEIVED
AUG 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1962
FOR FILING

GLENN L. JACKSON, MEDFORD
KENNETH N. [illegible], BAKER
DAVID B. SIMPSON, PORTLAND
FLOYD OLIVER, SECRETARY, SALEM

I-5-6(34)
6068

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINGAS
CHIEF CLERK

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5801 N. E. Glisan St.
Portland 13, Oregon

August 20, 1962

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

Fremont Interchange
Pacific Highway
Prefix: 626-1075
Contract: 6068

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Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Jay B Boyd
Jay B. Boyd
Metropolitan Office Engineer

JBB/bb
cc: G.S. Paxson
A.E. Johnson
E.E. Johnston
Robert Shotwell
William Maltby

NOTED
G. S. PAXSON

RECEIVED
AUG 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1962
FORM E-BOX—50M—8-58 41900
FOR FILING

6068

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1962

SUBJECT: Fremont Interchange Unit
Contract No. 6068

To: Mr. Lloyd P. Shaw
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

You have recently received a copy of a letter from I. D. Merchant, Bridge Engineer, which enclosed a letter from G. H. Baker, Superintendent, Union Pacific Railroad Company, stating that they are agreeable to permitting the contractor on this project to install extra strength reinforced concrete pipe by the jacking method at seven locations.

We have also checked with the Bureau of Public Roads and have been informed by them that the proposal has their approval subject to a justification of cost. Naturally, there should be no increased cost to the project and if the pipe that will be used is substantially cheaper than that which was specified, a reduction in price should be forthcoming.

Please, therefore, execute a Price Agreement with the contractor and forward it through this office so that we may make a recommendation for approval to Mr. Merchant.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
I. D. Merchant

RECEIVED
G. S. PAXSON

RECEIVED
AUG 7 1962
FOR FILING
6068

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1962

SUBJECT: Change in Pipe Specs.
Fremont Interchange
East Bank Freeway
Contract No. 6068

To Mr. I. D. Merchant
Bridge Engineer

OFFICE

The contractor on this project has proposed a change from asbestos bonded corrugated metal pipe to extra strength concrete pipe for the crossings under the Union Pacific Railroad tracks and Interstate Avenue. This proposal has been discussed with the District Engineer for the Bureau of Public Roads, and has his approval subject to the following conditions:

1. There is no increase in cost to the project. If there is substantially less cost for the concrete pipe than for the metal, he would expect to receive a reduction in price based on this difference.

2. The Union Pacific Railroad approves the change in writing.

Under these conditions we would recommend approval of a Price Agreement covering the change.

F. D. Morgan
Construction Engineer

NOTED
G. S. PAXSON

By
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
AUG 8 1962

FBK:bjh

cc: G. S. Paxson
Lloyd P. Shaw

RECEIVED
1962
FOR FILING
6068

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1962

SUBJECT: Change in Pipe Specs.
Fremont Interchange
East Bank Freeway
Contract No. 6068

To Mr. I. D. Merchant
Bridge Engineer

OFFICE

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2. The Union Pacific Railroad approves the change in writing.

Under these conditions we would recommend approval of a Price Agreement covering the change.

F. D. Morgan
Construction Engineer

NOTED
G. S. PAXSON

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
Lloyd P. Shaw

RECEIVED
AUG 6 1962

RECEIVED
AUG 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1962

6063

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

SUBJECT: Fremont Interchange Unit
Contract No. 6063

Attached please find a copy of a letter from the Union Pacific Railroad Company dated August 1 with reference to the Fremont Interchange Unit, East Bank Freeway Section. This letter is an answer to the Lord Bros., Contractors, Inc. request to make a substitution in drainage pipe under the railroad tracks, and place this pipe by the jacking methods. As noted in the attached letter the Railroad are agreeable to this method of installation, however, before the contractor is permitted to proceed, all details pertaining to pipe design and construction jacking details, etc. should be cleared by the Highway Department.

Reference is also made to a letter of July 10 from Lord Bros. Contractors, Inc. to the Union Pacific Railroad Company and to a letter of July 30 from Mr. William E. Maltby to Lord Bros Contractors, Inc. As this portion of the work is under your jurisdiction, I presume you will proceed with the details as mentioned above so that we can notify the contractor that his alternate method is agreeable to the State and to the Railroad.

Ivan D. Merchant
Bridge Engineer

IDM/ma
Attached

cc: Mr. Lloyd Shaw
Mr. R. T. Shotwell
Mr. William E. Maltby
Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
AUG 6 1962

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2928 NO. LARRABEE AVE
PORTLAND 17, OREGON

AUGUST 1, 1962

(File Ref. D 322 - 0 - 15)

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Merchant:

Fremont Interchange Unit - East Bank Freeway
Section, Oregon Contract No. 6068 - -
Federal-aid Project No. I-5-6(34)303

Kindly refer to your recent telephone conversation with our Mr. Tabor, concerning installation of 48-inch outfall storm sewer through the Railroad's Albina Yards in connection with the above-captioned project.

This is to confirm that proposal by Lord Bros. Contractors, Inc. to install 48-inch, extra-strength, reinforced, concrete pipe by the jacking method at five different locations, has been approved by the Railroad's Chief Engineer. The Contractor's proposal was outlined in their letter of July 10, 1962 addressed to us.

We understand that you were furnished a copy of the Contractor's letter. However, we do not know whether this proposal is satisfactory with the State. Will you please advise us with respect to this matter?

Prior to proceeding with the jacking operations, it will be necessary that our Chief Engineer review and approve the Contractor's proposed plans for shoring the jacking pits.

In addition to the track crossings covered in the Contractor's letter, the sewer will cross industry spur tracks in N. Randolph Avenue and N. River Street. Extra-strength, reinforced concrete pipe will also be required under these spur tracks.

Copy for F. O. Morgan
" Lloyd Shaw
" R. T. Shotwell
" William E. McCall
" "
" "
" PWS.

#2 - Mr. Ivan D. Merchant August 1, 1962

We are agreeable to permitting the Contractor to install the sewer pipe at these last two locations by the open-trench method.

To coordinate the Contractor's work with our operations on the spurs and the removal of the track by our forces, we should be given a few days' notice of the Contractor's intentions to cross the tracks.

Very truly yours,

G. H. Baker

G. H. Baker,
Superintendent

cc: Lord Bros. Contractors and
Lord Bros. Contractors, Inc.
9233 N. Calvert Avenue
Portland 17, Oregon

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 3 - 1962 PM
7 8 9 10 11 12 1 2 3 4 5 6

RECEIVED
JUL 2 1962

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

FOR FILING
6068

Portland 13, Oregon
July 30, 1962

SUBJECT:
Fremont Interchange Unit
East Bank Freeway
Contract: 6068

To:
Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: G. L. Decker

The contractor on the subject, Lord Bros. and Lord Bros., Inc., is negotiating with the Union Pacific Railroad for a change in the type of pipe to be used under their tracks. This information was supplied by the railroad inspector. Inasmuch as we have an interest in this also, Mr. Maltby asked for a copy of the proposal which was rather reluctantly furnished. Copies of the letter are attached. Also attached is a copy of Mr. Maltby's letter to the contractor in which he calls to his attention that changes in the contract will have to be cleared with us.

As noted in Mr. Maltby's letter, the same proposal may be made for the crossing under Interstate Avenue.

A. V. Benedict
Assistant Metropolitan Engineer

AVB/bb
Encl.
cc: Ivan Merchant
C. S. Paxson
Robert Shotwell
William Maltby

RECEIVED
JUL 31 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-12

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

July 30, 1962

Lord Bros. Contractors
Lord Bros. Contractors, Inc.
9233 N. Calvert Avenue
Portland 17, Oregon

Re: Proposed Change in Sewer
Pipe Material
Fremont Interch. Unit
Contract: 6068

Gentlemen:

I wish to acknowledge receipt of a copy of your letter of proposal to the Union Pacific Railroad Company for use of jacking methods and special concrete pipe for construction of the 48" outfall sewer shown on Drawings 55 & 55A of the above-mentioned project.

I would like to bring to your attention that the proposal included a change in material from the 48" Asbestos protected corrugated metal pipe as called for in the contract specifications. Therefore, it will be necessary for you to direct a similar proposal to the State Highway Engineer in order that the Department and the Bureau of Public Roads may act on this change in specifications. It will also be necessary to include your design for construction of the jacking pits as recently requested by the railroad company.

We anticipate no difficulty with acceptance of your proposal if the Union Pacific Railroad Company accepts same.

It is our understanding that you plan to use similar methods for the Interstate Avenue crossing. If so, would you please forward your proposal so the Specification changes can be acted on by the Department and the Bureau of Public Roads.

Very truly yours,

William E. Maltby

William E. Maltby
Resident Engineer

WEM/dg
cc: Union Pacific Railroad
G. S. Paxson
Lloyd P. Shaw
Robert Shotwell

July 10, 1962

Union Pacific Railroad Co,
Department of Operation
2325 N. Larrabee Avenue
Portland 17, Oregon

Subject: Oregon State Highway Dept. - Fremont Interchange
Unit - 48" Steam Sewer Crossings of U. P. Railroad
property Oregon State Hwy Dept. drawings 53 & 54A

Attn: Mr. O. E. Baker - Superintendent

Gentlemen:

We propose jacking 48" reinforced concrete 2 4 0 jacking pipe under your tracks at the following locations:

1 - Sta. 112+20 to Sta. 113+55
2 - Sta. 113+90 to Sta. 115+25
3 - Sta. 111+40 to Sta. 112+75
4 - Sta. 113+65 to Sta. 114+85
5 - Sta. 114+15 to Sta. 115+40

This pipe would be in conformance with A.R.E.A. specifications for reinforced concrete pipe, extra strength, wall thickness 5"; reinforcing steel-double cage, 0.72 in² each cage, per lineal ft. pipe.

Concrete pipe would be continuous from manhole to manhole instead of the Asbestos protected corrugated metal pipe as specified.

We have successfully jacked numerous railroad crossings in Oregon and Washington with excellent results. We crossed Hwy 99 and the N. P. Railroad track at Fort Lewis in 1960. The jacking distance for both the 36" and 48" Con. pipes was approximately 130 lineal feet. Our jacking pit will be properly constructed with adequately sized walers and struts.

Sheet 2
July 10, 1962
U. T. Ed Co.

We have enjoyed fine relations with your company on our construction projects, and we will exert the necessary effort to be certain that our relationship remains on such a basis.

Sincerely yours,

LOMO BROS. CONTRACTORS, INC.
By

W. T. LOMO

WTL:[illegible]

RECEIVED
JUL 31 1962
FOR FILE

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 27, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

BY: T. Dec
Engineering Coordinator

08-35.4-9
6868

Oregon Force Account Work

You have contracted seeding and mulching on Projects I-5-3(39)148, Yoncalla-Rice Hill Junction, and I-5-6(34)303, Fremont Interchange Unit, in accordance with Mr. Morgan's February 28, 1962 letter. In view of the delay in contract letting for Project I-80N-3(27)81, The Dalles Section, we would appreciate receiving a preliminary report on the first two projects, with information on similar projects done by State forces for comparative purposes.

Information on State forces projects should be listed by individual projects with detailed information on costs so that a review can be made as to the similarity of the work as well as to whether overhead costs, etc. are included. In addition, we would appreciate being advised as to how the acreage, etc. is determined, so that unit costs comparable to those under contract methods may be established.

After review of the requested preliminary report, this office will advise you as to whether we concur in the comparative projects selected and the procedures utilized for use in a final analysis.

original To Morgan
7-30-62

NOTED
R. L. PORTER

RECEIVED
JUL 31 1962
FOR ...

477 Cottage Street N.E.
Salem, Oregon

July 27, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Force Account Work

For your information, we attach a single copy of our Administrator's July 5, 1962 report of affirmative findings on force account work to the Senate Public Works Committee.

You will note that, with the exception of the planting experimental project in Ohio, Oregon had the largest amount of Federal-aid Primary, Urban and Interstate funds approved for force account work during fiscal year 1962.

Your department's cooperation in assembling information by contracting seeding and mulching on Projects I-5-3(39)148 and I-5-6(34)303 and proposing similar procedures on Project I-80N-3(27)81, to develop justification for work by State forces, is appreciated.

original To Young
with attachment
7-31-62

JUL 5 - 1962

Honorable Dennis Chavez
Chairman
Public Works Committee
United States Senate
Washington 25, D. C.

32-30

Dear Senator Chavez:

Pursuant to Title 23, United States Code, Section 112, the summary of data on the enclosed tabulation covers those Federal-aid construction projects for which affirmative findings have been made that construction by the force account method rather than by contract awarded through competitive bidding is in the public interest. This enclosure summarizes the affirmative findings for the fiscal year 1962 in which only 1956 or subsequent fiscal year funds were involved.

The affirmative finding in each case was based on an analysis of supporting data furnished by the State with its request for authorization to perform the construction work by the force account method. The supporting data disclosed that the organizations undertaking the work were adequately equipped to complete the proposed work satisfactorily without requiring or renting substantially more equipment, and that the type of work involved has been regularly performed in the manner proposed or was of extreme urgency, or was of such a minor or isolated nature as to preclude advertising competitive bids. Analyses indicated that the agreed unit prices proposed for the several items of work involved were substantially less than could be expected through competitive bidding for this type of work.

This report reveals a small increase in the total dollar volume of Federal-aid force account work over that performed in fiscal year 1961, however, there was a decrease of $78,700 in Federal-aid funds for this work during this period. The increase in total dollar volume is due primarily to the need for emergency repairs to flood-damaged highways and bridges in several States and to one planting experimental project on an Interstate highway system. The decrease in Federal-aid funds is due to more work being performed on the ABC system with equal participation by State and Federal-aid funds rather than on other highway systems involving a greater Federal-aid pro rata share.

If satisfactory to your committee, we propose to submit our next report on affirmative findings at the end of calendar year 1962 covering such

findings made in the first half of fiscal year 1963. A copy of this report is being sent to Representative Charles A. Buckley, Chairman of the Public Works Committee of the House of Representatives.

Sincerely yours,

/s/ Rex M. Whitton

Rex M. Whitton
Federal Highway Administrator

Enclosure

RECEIVED
JUL 13 1962
FOR FILING

6069

July 13, 1962

101

Mrs. Hobart C. Watkins
4206 N. E. 13th Avenue
Portland 11, Oregon

Dear Mrs. Watkins:

This is in answer to your letter of June 29 regarding the right-of-way taking in Block 15, Cook's Addition, Portland. Herewith a sketch showing in red the future right of way necessary for construction of this section of freeway. As far as present plans are concerned, this will be all the right of way needed to be purchased in said Block 15.

All right of way, as outlined in red, has not been purchased to date due to the fact that it is not immediately needed for present construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. L. Porter
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
F. D. Morgan
W. T. Wright

DNS:jp:ajw

4206 N.A 13th ave
Forest Grove Portland 11 Oregon
June 29-62

State of Oregon. Highway Dept.
Salem Oregon.

PLEASE RETURN TO
R. L. PORTER

Gentlemen

Will you please inform me if in the near future or any time if the highway dept plan to use this lot. I have heard it plan to use the lot 5 next to mine, the dept have caused me to not be able to sell as a home for it is building the Freeway almost on the property line and am greatly concerned about living on the property. because of the noise and vibration it will cause to my home. I will appricate any inf. you can

gentlemen. the property is
located in Cooks add.
Block 10- Lot 6,
It has caused my property
to decrease in rental value
as no one care to live by
the free way- with the
Bridge take any part of the
Square bounded by this
block. thanks

Sincerely
Mrs Hobart C Watkins

RECEIVED
JUL - 2 1962
OREGON
STATE HIGHWAY COMMISSION

Cooks Addition
Lot 6, Blk. 5
Portland

4206 N.E. 13th Ave.

ADD'N

N.

ST.

COOK

N. MICH. AVE.

N. MONROE ST.

N. MORRIS ST.

INT

SIM

PRELIMINARY COPY
SUBJECT TO CHANGE

E. Fremont Interchange
Interstate 5
Multnomah Co.
Urban Design
July, 1962

For Block

RECEIVED
JUN 27 1962
FOR FILING

FORM E-30X—50M—11-61—40231

6068

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1962

To MEMO TO THE FILES

SUBJECT: Fremont Interchange Unit, Contract 6068
- and -
No. Page St.-S.E. Main St. Unit, Contract 5756
E. Bank Freeway

On Contract No. 5756 we ran short of material before completing all the fills required. Since there was excess material to be obtained from Contract No. 6068, it was decided to include the completion of these fills by using this excess material. Approximately 105,000 cubic yards (measured in original position) of material was specified to be placed in this manner. This material included the construction of a 4-foot surcharge over an area between Stations 428+50 and 432+00.

Since awarding Contract 6068, we have noted considerable settlements to an area on Contract 5756 over which no surcharge was planned. This area is generally located between S. E. Washington Street and the Burnside Bridge. The settlement has involved numerous retaining walls separating various legs and we will have to build up these retaining walls after all the settlement has taken place. Also, the main line through this area is to be constructed with a P.C.C. pavement, said construction to begin approximately January, 1963.

The area where the surcharge was planned between Stations 428+50 and 432+00 will not be surfaced until later when we construct the approaches to the Marquam Bridge.

Under the circumstances, it seems advisable to change our plans and to place the material planned for the surcharge between Stations 428+50 and 432+00 over the area between S. E. Washington Street and the Burnside Bridge. Our soils section has made a study of this matter and have determined that if a 3 to 4-foot surcharge is placed in this area we will accelerate the settlement so that very little, if any, future settlement should take place after late spring of 1963. If we do not place the surcharge they estimate that the settlement will not be complete until the summer of 1964.

NOTED
R. L PORTER

We are, therefore, proceeding with the following new plan: the material designated for completing the fills and constructing the surcharge between Stations 428+50 and 432+00 will be utilized to place the surcharge between S. E. Washington Street and the Burnside Bridge. We will also specify in the E. Bank paving project proposed for January, 1963, that this excess material be removed prior to placing the surfacing and that it be transported a short distance to the area between Stations 428+50 and 432+00 and utilized to complete the fills here and to place a surcharge as originally planned. By this method we will be using the material available from Contract 6068 twice and will save considerable haul, both from a disposal angle and from an importation angle. There will still be sufficient time for the surcharge to be placed between Stations 428+50 and 432+00 to assure that we will obtain maximum settlements here prior to the surfacing operation.

The Metropolitan Division office has been instructed to proceed in this manner and will take care of moving this material from one surcharge area to the other in the specifications to be written for the E. Bank paving job.

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
G. S. Paxson
I. D. Merchant
Lloyd P. Shaw
A. W. Parsons - B.P.R.

JUN 25 19

RECEIVED
JUN 1 1962
FORM E 30X—50M—6 61—38682
FOR FILING

6068

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
June 7, 1962

SUBJECT: City Request for New Standard Drainage Structures
East Fremont Interchange
East Bank Freeway
Contract: 6068
Prefix: 626-1075

To: Mr. Frank Morgan
Construction Engineer
State Highway Building
Salem, Oregon

The writer met with the City Engineer, L. H. Rosenthal; Engineer Coordinator, Fred Fowler and members of Mr. Rosenthal's design and inspection staff concerning structures and sewers at 10:20 a.m., June 6, 1962. This was in response to a request from Mr. Fowler to clear up some misunderstandings in regard to type of structures being used on the Fremont Interchange Unit.

The City Inspector objected to the type inlet being installed in relocated City sewer installations. The inspector and Mr. Fowler indicated that they wished the existing City Standards be used on these installations rather than those included in the State contract.

I informed the City officials that I would not approve and would object to any proposed approval of use of the present City Standards on inlets and sewer manholes if an increase in cost was involved. The City Standards which were changed as of January 1, 1962 do not conform to what is on the ground and is being replaced.

I assured them that an inlet and manhole assembly which would satisfy the old City Standards would be used on the project to replace existing City manholes and inlets and that the only possibility of utilizing the new City Standards would be for the City to pay the difference between the old standard cost and the new standard cost. Both Mr. Fowler and Mr. Rosenthal stated there is little chance the City can raise money for this purpose. They agreed to accept the old City Standard structures unless new standard types were in place prior to highway work.

RECEIVED
JUN 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

The City further requested that the wrought iron steps as shown on the old City Standard sheets be used in the manholes. They claim to have had serious accidents resulting from rusting of manhole steps which they believe were not wrought iron but were mild steel bars. These failures were not indicated as being on State projects.

Plans for Contract No. 6068 do not include a City Standard type inlet. Provisions refer to Drawing 2105 which is dated May 1962 and omits any reference to City Standards. A price agreement will be negotiated to cover change in inlet and inlet frame and grate assembly. The price agreement will also cover use of wrought iron in manhole steps as per City requirements.

Copies of old and new City Standard drawings on manholes and inlets are attached hereto.

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
Encl.
cc: G. S. Paxson
H. S. Cox
Wm. Maltby

RECEIVED
MAY 25 1962
FOR FILING
6067

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON
ATTENTION Rate & Survey

May 21, 1962

Oregon State Highway Commission
State Highway Building
Salem, Oregon

#6068

Attention: Mr. Floyd Query, Secretary

Dear Sir:

All of the firms that were successful bidders and were awarded contracts April 13, 1962, were of record with this Commission and their accounts were in good standing with one exception in connection with the contract of Fremont Interchange Unit, East Bank Freeway Section, Pacific Highway in Portland. We had an active account with Lord Brothers Contractors, Inc., but we did not have an active account with the joint venture of that corporation and a partnership of Lord Brothers Contractors.

We have contacted the joint venture and have received the necessary registration notice to establish account number 253993 with the joint venture. We are enclosing a copy of a letter received May 7, 1962, in which the firm indicates all payroll will be carried by the corporation and reported to this Commission under account number 252872.

Very truly yours,

R. G. Savage, Director
Employer Coverage Division

By: W. C. McLaughlin
W. C. McLaughlin

NOTED
FLOYD QUERY

WCM:kk
Enc.

NOTED
C. W. HEAD

RECEIVED
MAY 22 1962
OREGON
STATE HIGHWAY COMMISSION

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

9233 N. CALVERT AVENUE
PORTLAND 17, OREGON
BUtler 5-4591

May 3, 1962

Oregon State Industrial Accident Commission
Salem
Oregon

Subject: JSF/252872-179398

Attn: Mr. R. G. Savage, Director Employer Coverage

Gentlemen:

We have filled in the form which you sent for registering as a combined account Lord Bros. Contractors, Inc. and Lord Bros. Contractors. On the form we have indicated this as a Joint Venture, but it differs somewhat from the usual joint venture.

Lord Bros. Contractors, the Partnership, came into the bidding only because the State Highway Commission questioned the financial resources of the Corporation being sufficient to justify bidding forms for this project and the financial assets of the Partnership were submitted as additional security.

The Partnership will not participate in the earnings on the work and no formal joint venture has been set up. All workmen will be employed by Lord Bros. Contractors, Inc. and will be paid by checks drawn on the Corporation. No separate accounting is being set up in our office, and in all respects the work is a project of the Corporation.

We have previously sent to your department a listing of the subcontractors who will be on the job, this information having been sent you by the Corporation. Subcontracts and material will make up approximately 50% of the cost of the contract.

Since both the Partnership and the Corporation are fully owned by George A. Lord and William T. Lord it was thought unnecessary to enter into a formal joint venture agreement.

We enclose our check for $12.50 as registration fee to accompany your Form 47.

It is hoped that this explanation will give you full information as to why it is our intention to file all reports and premiums on the work on this project in our regular Corporation reports.

Very truly yours,

LORD BROS. CONTRACTORS, INC.
By W. T. Lord

Enc.

RECEIVED
MAY 1 1962
FOR FILING

(Rev. CO-321 (9-22-59))

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: May 8, 1962

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : C. C. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

Copy To
5-14-62

SUBJECT: Utility Adjustments
City of Portland Water Lines
Fremont Interchange Unit
Oregon Project I-5-6(34)303

Your letter of April 3, 1962 and letter from City of Portland Water Bureau dated April 17, 1962, with accompanying cost estimate and sketch maps, are approved as the basis of an agreement for the adjustment of the above mentioned subject facilities. This approval is contingent on a revised estimate being submitted which will show estimated quantities in the estimate agreeing with those shown on the plan sheets.

You are authorized to proceed with the work as of this date. Reimbursement will be subject to the provisions of PPM 30-4.

RECEIVED
MAY 11 1962
STATE HIGHWAY ENGINEER

RECEIVED
FORM B-128-X 500M 6-61
PR 21 1962
FOR FILES

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

D Cook

I-5-6(34)303
6068

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
April 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Fremont Interchange Unit
Contract no. 6068
FAP No. I-5-6(34)303

Dear Mr. Polk:

Lord Bros. Contractors and Lord Bros. Contractors, Inc. began work on the Fremont Interchange Unit, East Bank Freeway on the Pacific Highway in Multnomah County, Contract no. 6068, FAP No. I-5-6(34)303.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes
J. W. Nash

NOTED
FLOYD QUERY

FORM CD-121 (9-61) UNITED STATES GOVERNMENT

RECEIVED APR 17 1962

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

FOR FILING

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1962

6168

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.40

SUBJECT: Oregon Project I-5-6(34)303, Fremont Interchange Section, Pacific Highway in Portland

This is to advise of our prior concurrence as of this date in award of Contract No. 6068 for the subject project to Lord Brothers Contractors, Inc. and Lord Brothers Contractors, of Portland, Oregon, low bidder in the amount of $2,143,267.00 at the April 11, 1962 bid opening.

cc Tyson
4-17-62

NOTED
R. L. PORTER

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
F. C. RIEVER, Chairman
PORTLAND
KENNETH N. FRIDLEY, Member
WASCO
GLENN L. JACKSON, Member
MEDFORD
FLOYD QUERY, Secretary
SALEM

6068

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1962

Lord Bros. Cont., Inc., &
Lord Bros. Cont.,
9233 North Calvert Avenue
Portland 17
Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, awarded to you State Highway Contract No. 6068 for the following project:

Construction of the Fremont Interchange Unit on the East Bank Freeway Section of Pacific Highway in Multnomah County.

This award was based on your bid of $2,143,867.00 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (BIAC)
I. D. Merchant

RECEIVED
1962
FORM E-50X—50M—8-61—36662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1962

To: Mr. L. I. Lindas
Chief Counsel

O F F I C E

Attention: Mr. Joe Hershberger

SUBJECT: City of Portland
Water Line Adjustments
Fremont Interchange Unit-East
Bank Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(34)303

Bids are to be opened on this project on April 11, 1962. Water lines owned by the City of Portland, Water Department, City Hall, Portland 4, Oregon, are in conflict with the proposed new construction in various locations. The agreement between the State and the City of Portland dated April 10, 1959, requires that the State reimburse the City for the cost of adjusting their facilities on the East Bank Freeway.

In view of the above, it is recommended that the City Water Department prepare and submit an estimate and sketch map for the reimbursable work in accordance with the City Agreement and PPM 30-4. Authority to proceed with preliminary engineering has been granted as of March 16, 1962. Authority to proceed with the adjustment of the water lines will be granted upon receipt of a satisfactory estimate and sketch map.

Mr. William E. Maltby, 5821 N.E. Glisan, Portland 13, Oregon, is the Resident Engineer.

Mr. John Howard, 5821 N.E. Glisan, Portland 13, Oregon, is the Resident Bridge Engineer.

Mr. E. E. Johnston is D.M.S. for District 1C.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

NOTED

FWS:bjh

cc: G. S. Paxson
I. D. Merchant

RECEIVED
MAR 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1962
FOR FILING
I-5-6(34)303

(FORM CO-12)
(Rev. 12-59)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 20, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.4-0

Copy To:
MAR 22 1962

SUBJECT: Oregon Project I-5-6(34)303, Fremont Interchange of the Pacific Highway

We have approved, as of this date, the P. S. and E. documents for the subject project.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way and rights-of-entry have been acquired, and pending receipt of evidence that arrangements are being made for necessary adjustments of public utility facilities affected by this project.

RECEIVED
MAR 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM S-189-X 5M 9-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
March 15, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
East Bank Freeway Section
Fremont Interchange

Dear Sir:

All rights of way or rights of entry have been obtained on this project, except for the following files:

File No. 31909	R. K. D. Company	$ 360
31857	Teller	7,500
		$ 7,860

Complaints will be filed on the two outstanding properties by March 16, 1962.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTWing

cc Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. L. I. Lindas

RECEIVED
MAR
OFFICE OF
STATE

RECEIVED
MAR

FORM E 30X—50M—6-61—36682

FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
March 6, 1962

SUBJECT: Fremont Interchange
R/W File No. 34212

To: Mr. S. N. Mayhew
Right of Way Supervisor
B U I L D I N G

Due to conflicting existing utilities on north Nesmith Avenue, it has recently been found necessary to adjust the location of the proposed Fremont outfall sewer across Block 55, Albina. This would necessitate a revision of the subject easement option. Accompanying this letter is a sketch showing the revised location of this sewer.

Will you please notify Mr. Walter Wright so that the option can be changed accordingly.

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

CGP/bb
Encl.
cc: Frank Morgan
Walter Wright
Luther Freeman
G. S. Paxson

RECEIVED
O. S. H. D.

RECEIVED
NOV 21 1961
FOR FILING

FORM E-20 50M 6-61 30681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
November 17, 1961

SUBJECT: Fremont Interchange
Load Test
Prefix: 26-1468

To: Mr. Ivan Merchant
Bridge Engineer
State Highway Building
Salem, Oregon

Herewith Order for State Force Work #1 in the amount of $1,100.00, covering the cost of load testing three test piles in the Fremont Interchange. The amount shown is sufficient to cover the cost of one state bridge crew and equipment for a period of one week. In the event that it is necessary to ballast the anchor piles in order to apply the required load, the full amount of the order will be required.

Your approval of this order is recommended.

Alfred A. Rear
Assistant Metropolitan Engineer

AAR/dg
Encl.
cc: R. F. Lytle

RECEIVED
DEPT.
BRIDGE DIVISION
AM NOV 17 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 3 1961

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: March 2, 1961

By: D M Emrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon I-5-6(-)301
East Fremont Interchange

Your letter of February 16, 1961 requested that the single deck plan for the East Fremont Interchange be approved based on revised estimates of cost.

We agree that the single deck plan should be adopted. The final plan sheet has not been presented to this office, therefore our concurrence in the particular design will depend on the plan when presented.

Edw

RECEIVED
MAR 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1961
FOR FILING

I-5-6(3)32.3

February 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Attached is a small sketch map of the East Fremont Interchange showing a parcel of land colored in red, the legal description of which is Lots 4 through 11 inclusive, Block 3, Prosbstels Addition to Albina.

The owners of this property have applied to the City of Portland for a building permit to build a 10,000-square foot warehouse on the property.

Our latest plan for the future interchange will require all of this property for right of way and, as this is outside the area for which right of way has been programmed, we request permission to purchase same.

Very truly yours,

W. C. Williams
State Highway Engineer

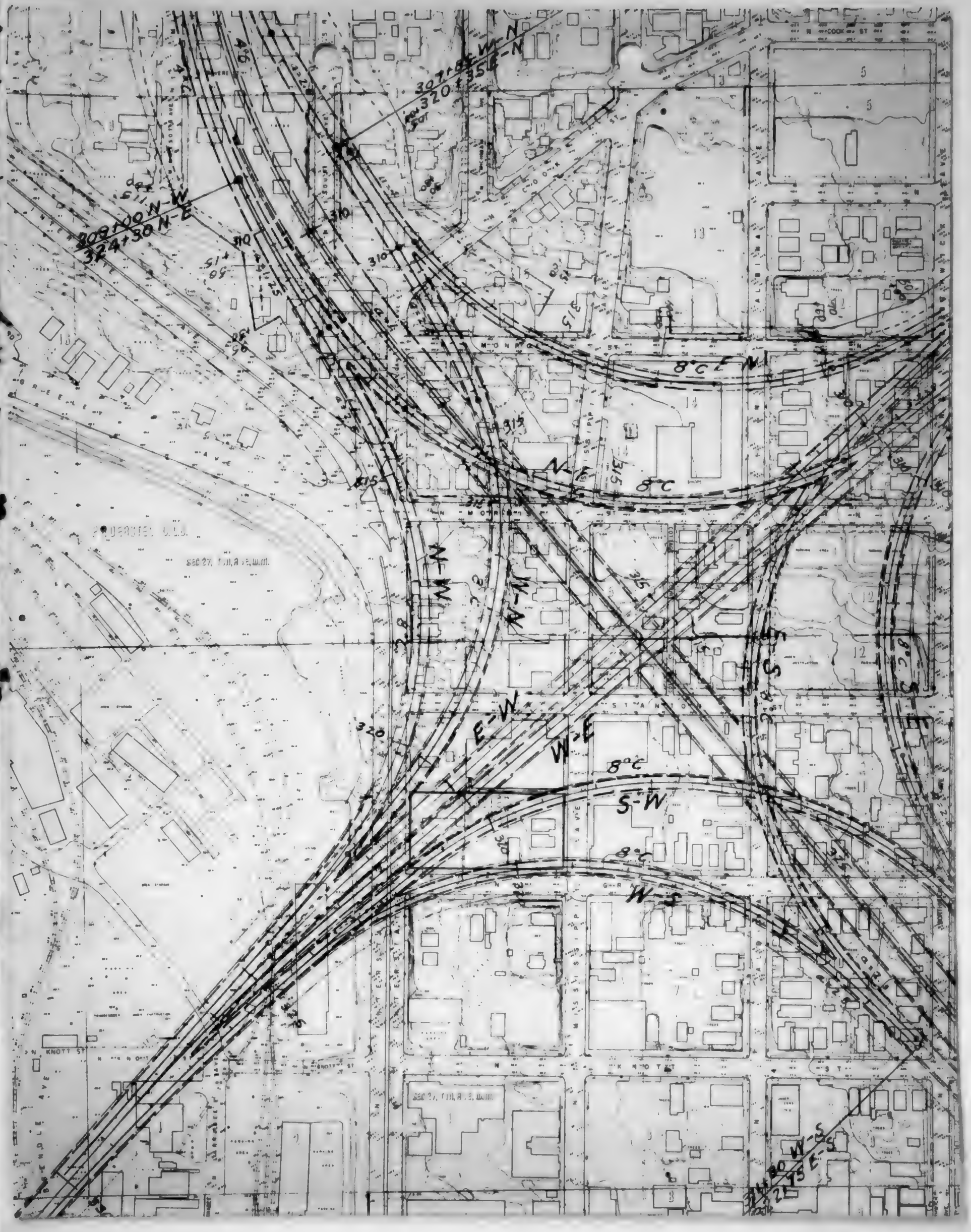
By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

DNS:jp fn


N-E
S-W
E-W
W-E
W-S
8°C
315
320
310
N MONROE ST
N KNOTT ST
MISSISSIPPI AVE
SEC 27, T.11N., R.1E., W.M.

RECEIVED
FEB 17 1961
FOR FILING

February 16, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Pursuant to your letter of January 11, 1960, we have restudied the East Fremont Interchange.

Previous to this time, structure estimates on this interchange had been made on a square-foot basis. The Bridge Division has now prepared an estimate based on unit items, such as pounds of steel, cubic yards of concrete, et cetera. We find, contrary to our previous belief, the single-deck plan is more economical. A tabulation of the items involved in this interchange is as follows:

	SINGLE DECK	DOUBLE DECK
Grading and Surfacing	$ 719,500	$ 394,700
Walls	—	6,000
Structures	7,897,600	12,371,600
Light and Sign	257,100	250,000
Utilities and Drainage	577,800	520,100
Landscaping	231,400	172,600
Right of Way	3,414,900	2,694,900
Streets, Walks, and Detours	7,800	8,000
Total - - - -	$13,106,100	$16,417,800

The above table is predicated on the assumption that the Fremont Bridge will be an eight-lane double-deck structure; however, we are quite certain that alternate designs of six-lane double-deck or six-lane single-deck Fremont Bridges will not result in a major revision of the cost of the Fremont Interchange to such an extent as to overbalance the cost estimates in favor of the double-deck plan. We therefore request your approval of the single-deck plan.

We are aware that the design of the Fremont Bridge must be settled as a different issue and that after the design is finally firmed up the matter of ramps, et cetera, can then be determined. We are asking at this time that the final routing of the mainline and the right of way necessary for its construction be approved in order that we may proceed with its construction at an early date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jw fn

RECEIVED
FEB 17 1961
FOR FILING

February 16, 1961

Mr. Alton John Bassett
Attorney at Law
1022 Corbett Building
Portland 4, Oregon

Dear Mr. Bassett:

This will reply to your letter of January 27 concerning property owned by John and Violet Hill, 639 North Russell Street, Portland, legally described as Lot 8, Block 16, Proebstel's Addition.

Our plans for the proposed Fremont Interchange have undergone a recent revision which requires a change of right-of-way takings in this area. This will delay our negotiations somewhat; however, we believe that we will be able to proceed sometime in May.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc W. C. Williams
Tom Edwards

DNS:jp:fp ms

LRW MIL 136 1-31-61 4:58

D H MOEHRING

FILE NO 31881 - PETERSON

MARCH 30 SHOULD SEE APPRAISALS FINISHED IN THIS SECTION AND NEGOTIATE IN APRIL. WE ARE TAKING ONLY 58 SQ FT OFF BACK LOT

S N MAYHEW

TELEPHONE CAPITOL 8-8304

ALTON JOHN BASSETT
ATTORNEY AT LAW
1011 CORBETT BUILDING
PORTLAND 4, OREGON

FORREST COOPER

27 January, 1961.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

John and Violet Hill of 639 North Russell Street, Portland, Oregon, have consulted with me concerning the possibility of a highway being built across their property. Please be kind enough to advise me if you have reached a decision and whether you are prepared to make an offer to them.

Respectfully yours,

Alton John Bassett.

AJB:jc

Lot 8 Blk 16 Proebstel's Add.

E&V

RECEIVED
JAN 3 01961
OREGON
STATE HIGHWAY COMMISSION

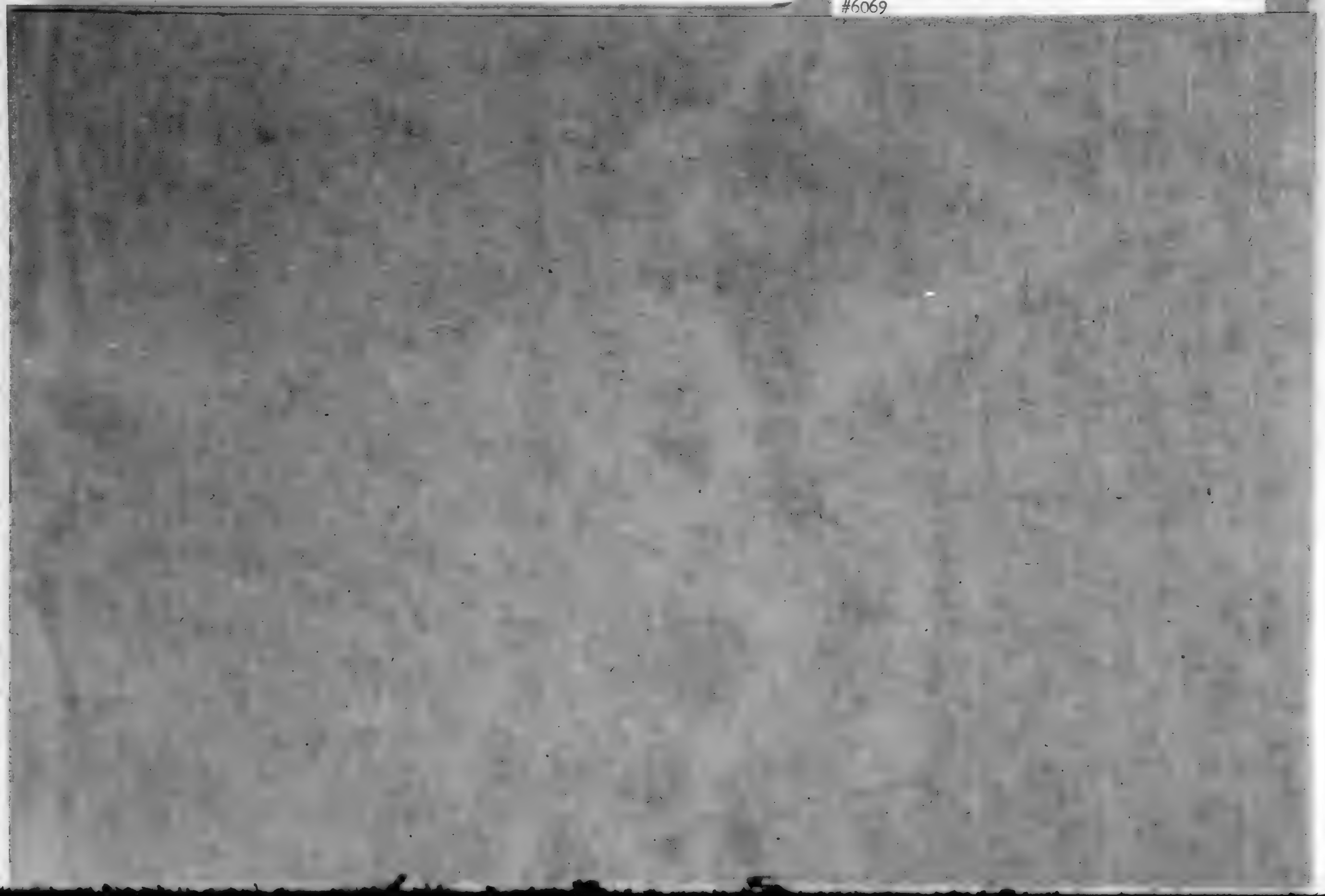
RECEIVED
JAN 30 1961
CITY ATTORNEY

26-1077 Vanport Overcrossing, Pacific Hwy. West (Denver Ave.) 1962

#6069

26-1077 Vanport Overcrossing, Pacific Hwy. West (Denver Ave.) 1962

#6069



RECEIVED
OCT 30 1962
FOR FILING
6069

October 29 1962

Federal Insurance Co.
Bonding Department
417 Norton Bldg.
Seattle 4, Wash.

Gentlemen:

Contract #6069 awarded to General Const. Co., for Vaport Overcrossing on the Pacific West Highway, Multnomah County, was completed on August 30, 1962 and accepted on Sept. 20, 1962.

Final payment, in the amount of $10,311.62 will be released to the contractor on or after November 5, 1962. The total contract amount is $95,712.22, including $234.51 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COM.

al

cc: General Const. Co.
4850 NW Front Ave.
Portland 1, Oregon

C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

RECEIVED
SEP 17 1962
FOR FILING

FORM E-30X—50M—8-62 45909

6069

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1962

SUBJECT: Vanport O'xing
Contract No. 6069

To: Mr. D. B. Parkes
Contract Payments

OFFICE

General Construction Company completed work on the Vanport Overcrossing project on Pacific Highway West in Multnomah County, Contract No. 6069, on August 30, 1962.

Will you please secure authority from the Commission to pay the final estimate on the job.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
JUN 4 1962
FOR FILING

6069

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 31, 1962

SUBJECT: Construction Speed Zone
Pacific Hwy. - Denver Avenue

Agenda Item: 3c(5)

To:

MEMO TO FILE

The State Highway Commission at its meeting of May 25 approved the placement of the following temporary construction speed zone:

35 MPH ... on the Pacific Highway (Denver Avenue) between M.P. X5.25 and X5.87, in Multnomah County (site of the Vanport structure project) effective 9 a.m., DST, May 2, 1962/

F. B. Crandall
Traffic Engineer

njc

cc: Tom Edwards
A. E. Johnson
E. E. Johnston

RECEIVED
MAY 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAY 9 1962
FOR FILING

May 9, 1962

Oregon State Highway Commission

Gentlemen:

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on the Pacific Highway (Denver Avenue) between Mile Point 15.25 and Mile Point 15.87 in Multnomah County. This is the site of the Vanport structure project.

The speed zone was made effective at 9:00 a.m. on May 2, 1962.

The matter will be on the agenda for the May 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RLP:ajw hlb

RECEIVED
FORM E-123-X MAY 3 1962

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6469

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 3, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 9:00 a.m., Wednesday, May 2, permission was granted for the establishment of a 35 MPH construction speed zone at the Vanport Structure Project on the Pacific Highway between M.P. X5.25 and M.P. X5.87.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By for F. B. Crandall
Traffic Engineer

VPJ:pk
bc: Tom Edwards

RECEIVED
MAY 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
FORM E-183
MAY 3 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6069

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 2 1962

General Construction Co.,
P. O. Box 3860
Portland 8
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6069, awarded April 13, 1962, for overcrossing structure on the Vanport Overcrossing Section of Pacific Highway West in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FORM E-103
MAY 3 1962
FOR FILING

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6069

FORREST COOPER
STATE HIGHWAY ENGINEER
S. S. FAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 2, 1962

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6069, awarded April 13, 1962, to General Const. Co., for the Vanport Overcrossing on Pacific Highway West in Multnomah County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: Federal Insurance Co.,
C. A. Tomassene & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

RECEIVED
MAY 1 1962
FOR FILING

D Cook

6069

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1962

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments

OFFICE

General Construction Company began work on the Vanport Overcrossing project on the Pacific Highway West in Multnomah County, Contract no. 6069, on April 26, 1962.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
1962
FOR FILING

C. A. TOMASSENE & SONS
1002 CASCADE BUILDING
TEL. CA 7-1349
PORTLAND 4, OREGON

6069

GENERAL INSURANCE COMPANY OF AMERICA
SEATTLE 5

April 26, 1962

file
#6069

Oregon State Highway Department
Salem, Oregon

Attention-Mr. Floyd Query, Secretary

Dear Sir:

We are enclosing two copies of the contract and bond for General Construction Company for the construction of the Vanport Overcrossing on Pacific Highway West in Multnomah County, dated April 13th in the amount of $94,011.00.

Should it be necessary to make any changes or corrections please contact this office direct and the matter will receive immediate attention.

Yours very truly,

C.A.TOMASSENE & SONS

John A. Tomassene

Enc.
K
cc-General Const. Co.

lc

RECEIVED
MAY - 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1962
FOR FILING

Commissioners
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6 64

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PARSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 24, 1962

General Construction Co.,
4850 NW Front Avenue
Portland
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6069, awarded April 13, 1962, for construction of the Vanport Overcrossing on Pacific Highway West in Multnomah County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 9, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: L. H. Young
Lloyd P. Shaw
A. E. Johnson
Res. Engineer
Ivan D. Merchant

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

S. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

4-16-62

6069

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
April 13, 1962

General Construction Co.,
P. O. Box 3845
Seattle 24
Washington

Gentlemen:

The State Highway Commission on April 13, 1962, awarded to you State Highway Contract No. 6069 for the following project:

Construction of the Vanport Overcrossing on Pacific Highway West (Denver Avenue) in Multnomah County.

This award was based on your bid of $94,011.00 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JAN 12 1962
FORM E 30-1 E.V. 1-61 (8682)
FOR PUBLIC
36-1/22
A.D.F.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1962

SUBJECT: Vanport Overcrossing #6686-A
Hwy. - Pacific Hwy. 1-W

To: Mr. A. E. Johnson
Division Engineer

PORTLAND

In regard to Mr. R. V. Cotton's report concerning the serious condition of the Vanport Overcrossing, Pacific Highway 1-W, M. P. 05.50, I have discussed Mr. Cotton's recommendations for placing reduced Load and Speed limits with Mr. Edwards, and Mr. Merchant, and Mr. Stephenson. As the structure has been placed on the schedule for Contract letting at the April 11, 1962, Highway Commission meeting, we have been advised to maintain the present structure in whatever manner necessary and to place additional bents, stringers, or decking if required.

We feel that in trying to reduce the Load Limit or to re-route the heavy truck traffic around this structure over 99W and 30, we would be unable to enforce any of the restrictions placed on permits, or the route the truckers would take.

Until such time as the Bridge Department lets a Contract and sets forth the specifications for maintenance during the construction, Mr. Cotton and Flanagan are to inspect and to keep the present structure in as safe a condition as possible for traffic.

H. W. Hughlett
State Bridge Superintendent

HWH:mo

cc: I. A. DeFrance
Tom Edwards
Ivan Merchant
Gail Williamson

RECEIVED
JAN 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

F-170(18) UPRR U'Xing & UPRR O'Xing on Athena-Blue Mt. Sec., Oregon-Washington Hwy. 1962

#6070

RECEIVED
FEB 13 1964
FOR FILING

February 13, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment for $190.99 will be made to Johnston & Bryant, on contract #6070 for the RR Underrcrossing and RR Overcrossing on the Athena-Blue Mt. Station Section of the Oregon-Washington Highway in Umatilla County, as soon as the warrant is prepared.

The total amount paid on this contract will be $278,159.76, including the post-final payment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
310 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Johnston & Bryant
803 East 6th Street
Newberg, Oregon

cc: C. H. Maines
Attn.: John Herr

RECEIVED
SEP 17 1963
FOR FILING

F-17A (11)

6070

September 16, 1963

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On June 25, 1963, we wrote to you concerning release of final payment on contract #6070, awarded to Johnston & Bryant, for the RR Undercrossing and RR Overcrossing on the Athena-Blue Mt. Station Section of the Oregon-Washington Highway in Umatilla County.

Final payment on this contract is $15,000.00 and the total contract amount is $277,960.77. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Johnston & Bryant
803 East 6th Street
Newberg, Oregon

cc: C. H. Maleen
Attn.: John Herr

RECEIVED
JUN 25 1963
FOR FILING

FILED
6070

June 25, 1963

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
407 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #6070 awarded to Johnston & Bryant for the RR Undercrossing and RR Overcrossing on the Athena-Blue Mt. Station Section of the Oregon-Washington Highway in Umatilla County was completed June 4, 1963, and accepted by the Highway Commission on June 24, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 2, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Johnston & Bryant
803 East 6th St.,
Newberg, Oregon

cc: L. H. Young
C. H. Maisen
Attn.: John Herr

RECEIVED
JUN 25 1963
FOR FILING
F 17.1(1)

June 24, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 4 on Contract 6070. The contract was with Johnson & Bryant and was for work on the Athena-Blue Mountain Station Bridges on the Oregon-Washington Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective June 24, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

FORM E-30 BOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1963

SUBJECT:

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

O F F I C E

L

Johnson & Bryant completed work on Contract No. 6070, Athena Blue Mountain Station Bridges on the Oregon - Washington Highway in Umatilla County, on June 4, 1963. This contract is ready for final acceptance by the Commission.

This is a Federal-aid project. We have notice from the Bureau of Public Roads' that they have inspected the contract work and are accepting that part of the project as complete.

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query
D. B. Parkes
Accounting:att: D. Wolfe
Construction: att: T. Litchfield

JUN 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1963
FOR FILING
F-170(18)

June 20, 1963

J. T. Monahan
Attorney-at-Law
8 N. E. 5th Ave.
Milton-Freewater, Oregon

Attention: Mr. John U. Grove

Dear Sir:

This is in reply to your letter of June 18 in regard to the Athena-Blue Mt. Project.

There are two separate contracts in Umatilla County with similar section descriptions as follows:

Contract No. 6070 - Johnston & Bryant, Prime Contractor
Railroad Undercrossing and Railroad Overcrossing on the Athena-Blue Mt. Station Section of the Oregon-Washington Highway.
Great American Insurance Company, Surety.
Wells-Reed Insurance, 412 Failing Bldg., Portland 4, is the Agent.

Contract No. 6009 - Crick & Sons, Prime Contractor
Sneek Bros., Subcontractor.
Grading, paving and signing on the Athena-Blue Mt. Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways.
St. Paul Fire & Marine Insurance Company, Surety.
B.M. Kales, Resident Agent, Portland Branch Office, 12009 Lloyd Center, Portland, Oregon.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

PHONE 938-3377

JOHN U. GROVE
ASSOCIATE

J. T. MONAHAN
ATTORNEY-AT-LAW
8 N.E. 5TH AVENUE
MILTON-FREEWATER, OREGON

June 18, 1963

Oregon State Highway Dept.
Salem 10, Oregon

#6070 Crick & Sons Athena Blue Mt station and Weston Snook is Sub.

Re: Contract No. 6070
Athena-Blue Mt. Project
Johnston-Bryant

Gentlemen:

We have been retained by Mr. James Busch dba Ready Mix Sand & Gravel Co. in Milton-Freewater, Oregon, in regards to his claim for materials furnished to Snook Bros. of Corvallis, Oregon, for use on the above named project. The general contractor on the job was Crick Company.

The purpose of this letter is to get the name and surety on the bond so that we may file Notice of Lien on behalf of our client. Would you please send us this information at your earliest convenience. Thank you.

Sincerely yours,

John U. Grove

JUG:aw

Cec, please reply 46

RECEIVED
JUN 19
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 26 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6070

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 18, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

ATTENTION: Mr. G. H. Baker

Re: Railroad Protective Insurance
Athena-Blue Mtn. Station Section
Oregon-Washington Highway
Umatilla County
Project No. F-170(8)
Contract No. 6070
YOUR FILE: D 315 - 2 - 102

Gentlemen:

This is in reply to your letter to Mr. I. D. Merchant dated June 7, 1963, concerning this subject.

I have been advised that Johnston & Bryant will have their work completed by June 30, 1963, and, therefore, renewal of their railroad' protective insurance will not be necessary.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: Johnston & Bryant
803 East 6th
Newberg, Oregon

Wells-Reed-Wood-West Co.
412 Failing Building
Portland 4, Oregon

Floyd Query
R. L. Porter
P. M. Stephenson
I. D. Merchant
A. F. Parson
George Hopkins

NOTED
FLOYD QUERY

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

RECEIVED
BRIDGE DIVISION
JUN 10
2828 NO. LARRABEE AVE
PORTLAND 17, OREGON

JUNE 7, 1963

File Ref. D 315 - 2 - 102

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Merchant:

Athena-Blue Mountain Section
Railroad Protective Insurance

Great American Insurance Company policy No. 6-21-10-43 RP, providing railroad protective insurance on behalf of our Companies with respect to operations of Johnston & Bryant in construction of highway and railroad structures on the above-captioned project, will expire JUNE 30, 1963.

Will you kindly arrange for an extension of this policy or similar insurance if needed to cover the completion of the project?

Yours very truly,

cc: Johnston & Bryant
803 E. 6th
Newberg, Oregon

Wells-Reed-Wood-West Co.
412 Failing Building
Portland 4, Oregon

CONSTRUCTION DIVISION
JUN 10 1963
NOTED

FORM E-30 BOM 11-61 40830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1963

To: Mr. C. A. Gardner
Bridge Division
Salem

SUBJECT: Contract No. 6070
Johnston & Bryant
UPRR U'crossing and UPRR O'Crossing
Athena-Blue Mt. Section
Oregon-Washington Highway

Attached for approval is Endorsement to Great American Insurance Company Policy RP 6211043, extending insurance on the above contract to June 30, 1963. (OWRR&N and UP, assured).

We would appreciate copy for our insurance file.

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. R. L. Porter
fp

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 18 PM
7,8,9,10,11,12,1,2,3,4,5,6

Since 1888

FRED C. REED
L. A. WEST
WALTER T. DAVOL
J. CLINTON DAVIS
PAUL R. BARROW
MALCOLM W. REED

WELLS-REED-WOOD-WEST Co. INSURANCE

412 FAILING BUILDING ■ PORTLAND 4, OREGON ■ TELEPHONE: 226-1651

March 15, 1963

NOTED
A. GANONG

Mr. Forrest T. Cooper,
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

RE: Great American Insurance
RP 6211043, Oregon-Washington
Railroad & Navigation Company and
Union Pacific Railroad Company;

Dear Mr. Cooper:

There are enclosed, in duplicate, endorsements extending, until June 30, 1963, the expiration date of the above numbered policy.

This policy is issued in compliance with specifications for Contract No.6070, for an undercrossing and overcrossing of the Union Pacific Railroad, on the Athena-Blue Mountain Station Section of the Oregon-Washington Highway in Umatilla County, Oregon.

Very truly yours,

WELLS-REED-WOOD-WEST Co.

Fred C. Reed

FCR:am
Encls.
c.c.: Johnston & Bryant
803 E. 6th St.
Newberg, Oregon

3/20/63
Mr. Reed advising of ext. and want to use

RECEIVED
MAR 1
OREGON
STATE HIGHWAY COMMISSION

May 4, 1962

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Athena-Blue Mtn. Section Structure
Oregon Contract No. 6070

Gentlemen:

Attached find the following insurance policies submitted by Johnston & Bryant, contractors on the above project, in answer to the insurance requirements contained in the contract.

1) Great American Insurance Company Policy No. 6-21-10-43 issued to Oregon-Washington Railroad and Navigation Company.

2) Specimen copy accompanied by certificate of Great American Insurance Company Policy No. LX 60742 issued to Johnston & Bryant Company.

Will you please review these policies and advise us as to whether or not they are satisfactory to your company. I would appreciate an early reply to this request as the contractor is very anxious to get started on the job and cannot do much work at the site until we do have your approval of the insurances.

If you find any changes, additions or corrections necessary to the policies, it will be satisfactory with this office to take the matter up directly with either the contractor or his insurance agent.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl
Encl.
cc: A. F. Parson
Johnston & Bryant
Allen Harwood
Wells-Reed-Hood-West Co.
Mr. A. N. Brown

FORM E-30 50M 11-61 40280

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 2, 1962

SUBJECT: Contract No. 6070
Johnston & Bryant
UPRR U'crossing & UPRR O'crossing
Athena-Blue Mt. Section
Oregon-Washington Highway
Umatilla County

To: Mr. Cecil A. Gardner
Bridge Division
Salem

Attached for processing and approval are copies of the following Great American Insurance Company policies, covering the above contract:

Policy No. 6-21-10-43, expiring April 13, 1963, covering railroad companies. We assume that you will send the original copy to the railroad companies, as usual.

Policy No. 60942, expiring November 3, 1962.

We would appreciate receiving the necessary copies for our insurance file.

Floyd Emery
Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. G. S. Paxson
fp

FRED C. REED
L. A. WEST
WALTER T. DAVOL
J. CLINTON DAVIS
PAUL R. BARROW
MALCOLM W. REED

Since 1888

WELLS-REED-WOOD-WEST CO. INSURANCE

412 FAILING BUILDING ■ PORTLAND 4, OREGON ■ TELEPHONE: 226-1651

May 1, 1962

Mr. Forrest T. Cooper,
State Highway Engineer
Salem, Oregon

RE: Contract No. 6070: Overcrossing and Undercrossing of U.P.R.R. in Umatilla County, Oregon:
LX 60942 - Johnston & Bryant;
RP 6211043 - Oregon-Washington Railroad and Navigation Company, and,
Union Pacific Railroad Company;

Dear Mr. Cooper:

We are returning herewith duly executed contracts covering the above described project, together with a specimen copy each of the above numbered Railroad Liability Policy, and, the Contractor's General Liability Policy, together with a certificate of insurance covering each of the above policies for the use of the Oregon State Highway Department.

We are also enclosing the original Railroad Protective Policy RP 6211043, and a specimen copy of the Johnston & Bryant General Liability Policy LX 60942, which we understand you will forward to the Union Pacific Railroad, for their approval.

As we know, from experience, it takes the railroad some time to process these policies and give their approval to the contractor going on the right of way, we would appreciate your forwarding these on to the railroad immediately, with your request that they process them as soon as possible, as our contractors have already started to move into the area and are anxious to go to work.

We trust these enclosures will be found in order.

Very truly yours,

WELLS-REED-WOOD-WEST Co.

Fred C. Reed

FCR:am
Encls.
c.c. Johnston & Bryant
Newberg, Oregon

NOTED
C. A. CAMPBELL

Salem, Oregon
January 10, 1963

Athena Blue Mtn. Section Structures
Contract No. 6070

George Hopkins
Resident Engineer
State Highway Dept.
P. O. Box 547
Baker, Oregon

Contractor's public liability and property damage insurance has been extended to November 3, 1963. His railroad protective insurance expires April 13, 1963. If the work is not complete by that April date, it will be necessary to go after the contractor to get the necessary extensions.

Ivan D. Merchant
Bridge Engineer

CAG:dl
cc: A. F. Parson
FE M. Stephenson

NOTED
I. D. MERCHANT

FORM E-50 BOM 11-61 40830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 9, 1963

To: Mr. Cecil A. Gardner
Bridge Division
Salem

SUBJECT: Contract No. 6070
Johnston & Bryant
UPRR U'crossing and UPRR O'crossing
Athena-Blue Mt. Section
Oregon-Washington Highway

Attached for processing and approval is copy of Great American Insurance Co. Policy LX 61018, expiring 11-3-63, which renews their Policy LX 60942 which expired 11-3-62. Also attached is their Certificate LX 61018 which expires 4-13-63.

We would appreciate copies for our insurance file.

Floyd Young
Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. R. L. Porter
fp

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 9 - 1963 PM
7 8 9 10 11 12 1 2 3 4 5 6

FRED C. REED
L. A. WEST
WALTER T. DAVOL
J. CLINTON DAVIS
PAUL R. BARROW
MALCOLM W. REED

Since 1888

WELLS-REED-WOOD-WEST Co. INSURANCE

412 FAILING BUILDING ■ PORTLAND 4, OREGON ■ TELEPHONE: 226-1651

January 8, 1963

Mr. Forrest T. Cooper,
State Highway Engineer
Salem, Oregon

RE: Johnston & Bryant,
#LX 61018;

Dear Mr. Cooper:

It appears that Contract No. 6070, on the Athena-Blue Mountain Station Section of the Oregon-Washington Highway in Umatilla County has not, as yet, been completed and accepted, and therefore, the liability coverages must be kept in force.

We enclose a copy of the renewal policy, for these contractors, together with two Certificates, as required by the specifications, and which we trust you will find in order. We are forwarding, direct to the Union Pacific Railroad, a copy of the same policy, and, for your information, the Railroad Policy does not expire until April, 1963.

Very truly yours,

WELLS-REED-WOOD-WEST Co.

Fred C. Reed

FCR:am
Encls.
c.c.: Johnston & Bryant
803 E. 6th
Newberg, Oregon

RECEIVED
JAN 9 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 1 - 1963
FOR FILING

F 17c (11)

Salem, Oregon
March 25, 1963

Athena-Blue Mtn. Section Strs.
Contract No. 6070

A. F. Parson
Division Engineer
State Hwy. Dept.
P. O. Box 908
LaGrande, Oregon

Please note the attached from Union Pacific Railroad Company concerning contractors insurance on the above project.

Can this be refered to the appropriate Resident Bridge Engineer so that he can arrange with the contractor to submit the necessary extensions to the insurance to the railroad company.

Ivan D. Merchant
Bridge Engineer

CAG:dl

Attached

cc: Ted Litchfield

Noted
C. Whitehead

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

MARCH 20, 1963

File Ref. D 315 - 2 - 102

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Merchant:

Athena-Blue Mountain Section
Railroad Protective Insurance

This is to advise that Great American Insurance Company policy No. 6-21-10-43 RP, supplied by Johnston & Bryant in connection with construction of highway and railroad structures on the above-captioned project, will terminate APRIL 13, 1963.

Will you kindly arrange for extension of this policy or like insurance to cover the completion of this project?

Yours very truly,

G. H. Baker

cc: Johnston & Bryant
803 E. 6th
Newberg, Oregon

Wells-Reed-Wood-West Co.
412 Failing Building
Portland 4, Oregon

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 21 1963 PM
7 8 9 10 11 12 1 2 3 4 5 6

RECEIVED
MAR 18 1963
FOR FILING

6070

Salem, Oregon
March 18, 1963

Mr. C. A. Gardner
Bridge Division
Salem

Contract No. 6070
Johnston & Bryant
UPRR U'crossing and UPRR O'Crossing
Athena-Blue Mt. Section
Oregon-Washington Highway

Attached for approval is Endorsement to Great American Insurance Company Policy RP 6211043, extending insurance on the above contract to June 30, 1963. (OWRR&N and UP, assured).

We would appreciate copy for our insurance file.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. R. L. Porter
fp

RECEIVED
JAN 14 1963
FORM E-BOX—BOM—6-62 41900

FOR FILING

6070

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1963

SUBJECT: Athena Blue Mtn. Section Structures
Contract No. 6070

To: George Hopkins
Resident Engineer
State Highway Dept.
P. O. Box 547
Baker, Oregon

Contractor's public liability and property damage insurance has been extended to November 3, 1963. His railroad protective insurance expires April 13, 1963. If the work is not complete by that April date, it will be necessary to go after the contractor to get the necessary extensions.

Ivan D. Merchant
Bridge Engineer

CAG:dl
cc: A. F. Parson
P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 1963
FOR FILING

E 17-1 (18)
6070

Salem, Oregon
Jan. 9, 1963

Mr. Cecil A. Gardner
Bridge Division
Salem

Contract No. 6070
Johnston & Bryant
UPRR U'crossing and UPRR O'crossing
Athena-Blue Mt. Section
Oregon-Washington Highway

Attached for processing and approval is copy of Great American Insurance Co. Policy LX 61018, expiring 11-3-63, which renews their Policy LX 60942 which expired 11-3-62. Also attached is their Certificate LX 61018 which expires 4-13-63.

We would appreciate copies for our insurance file.

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. R. L. Porter
fp

RECEIVED
SEP 26 1962
FOR FILING
F-170 (18)
6070

Salem, Oregon
September 25, 1962

Athena-Elgin Mountain Station
Undercrossing and Overcrossing
Umatilla County
Contract No. 6070
FAP No. F-170(18)

Mr. A. W. Parsons
Division Engineer
Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

The subcontract between the prime contractor and J. K. Brown Co. for painting the structual steel on this project is approved.

The single copy returned is for your files.

Ivan D. Merchant
Bridge Engineer

WDG/ms

Attached

cc: Mr. A. W. Parsons

P.S. Mr. Parsons:
This is the third subcontract approved on this project to date, bringing the total amount subcontracted to $54,757 or approximately 19.2% of the total contract amount.

IDM.

NOTED
I. D. MERCHANT

FORM E-20 BOM 9-61 24397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 24, 1962

SUBJECT: Subcontract
Athena-Blue Mtn. Station
U'xing and O'xing of the UPRR
Contract 6070, 30-1087

F-170(18)

To:

Mr. I. D. Merchant
Bridge Engineer
Salem

Attached are two copies of the subject subcontract agreement entered into between the prime contractor and J. E. Brown Co. for painting the structural steel.

Also attached are two copies of a subcontract agreement entered into between the prime contractor and Isaacson Iron Works for the erection of the structural steel.

We recommend approval. If you concur, please return one copy of each agreement, approved, to this office.

A. F. Parson
Division Engineer

dj
Encl.

183

53,190 / 2567 = 19.2

54,757 / 2600 = 20%

57,357

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 25 1962 PM
7 8 9 10 11 12 1 2 3 4 5 6

J. E. Brown Co
1000 S. E. 12th Ave
Portland 14, Oregon

THIS AGREEMENT, made and entered into this 18 day of Sept., 1962 by and between Johnston & Bryant, party of the first part, and J. E. Brown Co., party of the second part: WITNESSETH:

THAT, WHEREAS, the said party of the first part did, under date of April 13, 1962, enter into a contract with the State of Oregon through its State Highway Commission for the construction of the following described work, to-wit: U'Xing and O'Xing of U. P. R. R. Bridges No. 8928 and 8929 on Athena-Blue Mountain Station Section of the Oregon-Washington Highway in Umatilla Co.

which said contract is known and designated as State Highway Contract No. 6070, and which said contract, insofar as it pertains to the work described herein, is hereby expressly made a part of this Agreement as though fully and completely recited herein; and

WHEREAS, under the laws, rulings and regulations governing State Highway construction projects, it is necessary that all subcontracts carry the same stipulations, limitations, and provisions governing wages, hours of employment, methods of prosecuting work, and all other requirements, limitations and things pertinent thereto as in the principal contract set forth; and

WHEREAS, the said first party now deems it advisable to subcontract a portion of the work included in the said State Highway Contract No. 6070 for which the said first party is principal contractor.

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed:

That J. E. Brown Co., Party of the Second Part agree to furnish all labor, material and equipment to complete sandblasting and painting of the Structural Steel on Bridge No. 8928 for the lump sum of $2567.00

It is further expressly stipulated and agreed that the party of the second part will conduct and prosecute the work hereinabove described in a manner satisfactory to the Engineer, and in strict accordance with the plans and specifications therefor, and that each and every requirement of the said Contract No. 6070

governing hours of employment, wage rates, methods of prosecuting the work, and each and every other requirement, stipulation or thing therein set forth and pertinent to the work herein described shall govern the prosecution of the work under this subcontract as though herein fully set forth.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 18 day of September, 1962.

JOHNSTON & BRYANT

By Victor Johnston

Its Partner

Party of the First Part

J. E. BROWN CO.
1000 S. E. 12th AVE.
PORTLAND 14, ORE.

By J. E. Brown

Its owner

Party of the Second Part

APPROVED

Ivan L. Merchant

Contract 6070

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

RECEIVED
JUL 26 1962

PROJECT REPORT NO.

FOR FILING

FORM PR-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Umatilla

PROJECT NO.: F-170(18)

F-170 (18)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 11 N.E. Athena 3.4 Mi. and 3.9 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-20-62	0.078
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 330,538.00	$ 208,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer July 27, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

July 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official for the Athens-Elms Mountain Station Section (Structures), Project No. F-170(18).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHC:jb

June 29, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Athena-Blue Mountain Station Section (Structures), Project No. F-170(16).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

Oregon State Highway Department

Federal Aid
Project No. F-170(18)

ATHENA-BLUE MOUNTAIN STATION SECTION (STRUCTURES) ON THE

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 29, 1962

Type Code X631
UPRR Wing (Br. 8928)(Sta. 1029+06.85)(Contract 6070)

Shoring, Cribbing, etc.	All Required		$ 8,500.00
Structural Excavation	500 cu.yds.	8.00	4,000.00
Structural Excavation Below Elevation Shown	25 cu.yds.	8.00	200.00
Selected Backfill in Abutments	650 cu.yds.	5.00	3,250.00
Class "A" Concrete (516 cu.yds.)	All Required		32,000.00
Metal Reinforcement (67,000 lbs.)	All Required		10,000.00
Structural Steel (171,400 lbs.)	All Required		38,000.00
Waterproofing	170 sq.yds.	12.00	2,040.00
24-Inch Corrugated Metal Pipe, 10 Gage	49 lin.ft.	13.50	661.50
			$ 98,651.50

Type Code X521
UPRR Wing (Br. 8929)(Sta. 1064+01 to Sta. 1068+11)(Contract 6070)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	740 cu.yds.	10.00	400.00
Furnish 10" BP 42# Steel Piling	724 lin.ft.	4.25	3,077.00
Drive Steel Piles	24 only	100.00	2,400.00
Splice Steel Piles	6 only	25.00	150.00
Class "A" Concrete (1768 cu.yds.)	All Required		108,000.00
Metal Reinforcement (442,500 lbs.)	All Required		55,000.00
Metal Parapet Railing	751 lin.ft.	3.75	2,816.25
8-Inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
6-Inch Standard Steel Pipe	120 lin.ft.	10.00	1,200.00
			$186,943.25

Work by Union Pacific R.R. Co.	All Required		$ 14,895.00
	Subtotal		$300,489.75
	10% Engr. & Cont.		30,048.25
	Total		$330,538.00

Length of two structures- - - - - - - - - - -0.078 mile

Federal Funds -	$ 208,000.00
State Funds -	122,538.00
	$ 330,538.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939

Athena-Elue Mountain Station Section (Structures)

Project No. F-170(18)

Estimated Cost of Work by Union Pacific Railroad Co.

1. Furnish labor and material to construct and remove shoofly track and remove and replace track at undercrossing structure.		$19,190.
Estimated credit to be allowed for materials released from shoofly track.	CR	7,000.
2. Furnish labor and material for re-arrangement of right of way fences.		400.
3. Furnish labor and material for temporary and permanent rearrangement of communication line.		1,695.
4. Furnish labor and material to install double inside guard rail.		610.
		$ 14,895.

Note: The balance of work, Item 3, as set forth in R.R. agreement, dated November 15, 1961, File 32481, will be covered under the Athena-Elue Mountain Station Section, Project F-170(17)

Oregon State Highway Department

Federal-Aid
Project No. F-170(18)

ATHENA-BLUE MOUNTAIN STATION SECTION (STRUCTURES) ON THE

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 16, 1962

Type Code X631
UPRR U'xing (Br. 8928)(Sta. 1029+06.85)

Shoring, Cribbing, etc.	All Req.		$ 2,000.00
Structural Excavation	500 cu.yd.	$ 4.00	2,000.00
Structural Excavation Below Elevation Shown	25 cu.yd.	10.00	250.00
Selected Backfill in Abutments	650 cu.yd.	3.00	1,950.00
Class "A" Concrete (518 cu.yd. at $75.00)	All Req.		38,850.00
Metal Reinforcement (67,000 lb. at $0.125)	All Req.		8,375.00
Structural Steel (171,400 lb. at $0.25)	All Req.		42,850.00
Waterproofing	170 sq.yd.	10.00	1,700.00
24-inch Corrugated Metal Pipe, 10 Gage	49 lin.ft.	12.00	588.00
			$ 98,563.00

Type Code X521
UPRR O'xing (Br. 8929)(Sta. 1064+01 to Sta. 1068+11)

Shoring, Cribbing, etc.	All Req.		$ 2,000.00
Structural Excavation	740 cu.yd.	$ 5.00	3,700.00
Structural Excavation Below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish 10" BP 42# Steel Piling	724 lin.ft.	5.00	3,620.00
Drive Steel Piles	24 only	90.00	2,160.00
Splice Steel Piles	6 only	50.00	300.00
Class "A" Concrete (1,768 cu.yd. at $80.00)	All Req.		141,440.00
Metal Reinforcement (442,500 lb. at $0.12)	All Req.		53,100.00
Metal Parapet Railing	751 lin.ft.	7.00	5,257.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
6-inch Standard Steel Pipe	120 lin.ft.	10.00	1,200.00
			$213,677.00

	Subtotal		$312,240.00
Work by Union Pacific RR Co.	All Req.		$ 4,500.00

It is as under Parag Ended 0.209

Subtotal	$316,740.00
10% Engr. & Cont.	31,674.00
Total	$348,414.00

Length of 2 Structures - - - - - - 0.078 Mile

Federal Funds -	$209,000.00
State Funds -	139,414.00
	$348,414.00

RECEIVED
MAY 3 1962
FOR FILING

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 7, 1962

D Cook

607

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Athena-Blue Mtn. Sta. Section
Contract no. 6070
FAP No. F-170(18)

Dear Mr. Polk:

Johnston & Bryant began work on the Athena-Blue Mtn. Station Section Bridge construction project on the Oregon - Washington Highway in Umatilla County, Contract no. 6070, FAP No. F-170(18), on May 3, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
J. W. Nash
D. B. Parkus

NOTED
FLOYD QUERY

RECEIVED
MAY 7 1962
FOR FILING

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6070

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 4, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD T. LINDAS
CHIEF COUNSEL

Johnston & Bryant
803 East 6th Street
Newberg
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6070, awarded April 13, 1962, for UPRR Undercrossing and Overcrossing on the Athena-Blue Mt. Station Section of the Oregon-Washington Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 4 1962
COMMISSION

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6070

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 4, 1962

Great American Insurance Co.,
— Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6070, awarded April 13, 1962, to Johnston & Bryant for the UPRR Undercrossing and Overcrossing on the Athena-Blue Mt. Station Section of the Oregon-Washington Highway in Umatilla County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
MAY 3 1962
FOR FILING

Salem, Oregon
May 2, 1962

Mr. Cecil A. Gardner
Bridge Division
Salem

Contract No. 6070
Johnston & Bryant
UPRR U'crossing & UPRR O'crossing
Athena-Blue Mt. Section
Oregon-Washington Highway
Umatilla County

Attached for processing and approval are copies of the following Great American Insurance Company policies, covering the above contract:

Policy No. 6-21-10-43, expiring April 13, 1963, covering railroad companies. We assume that you will send the original copy to the railroad companies, as usual.

Policy No. 60942, expiring November 3, 1962.

We would appreciate receiving the necessary copies for our insurance file.

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. G. S. Paxson
fp

RECEIVED
MAY 3 1962
FOR FILING

F-17...(1)
Gn 70

May 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of agreement, dated November 15, 1961, File 32481, with the Union Pacific Railroad relative to construction of the Athena-Blue Mountain Station Section, Project No. F-170(17) and Project No. F-170(18).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

RNC:jb

RECEIVED
1962
FORM B-903—500M—11-61—40331

FOR FILING

6070

RR-582

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1962

To: Mr. Floyd Query, Secretary
State Highway Commission

OFFICE

SUBJECT: Pux 428, Pux 432, and Pux 433
Athena (East) - U-Xing, O-Xing & G-Xing
Union Pacific Railroad Company
Umatilla County

Attached please find fully executed copy of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment
cc: G. S. Paxson
Ivan Merchant
Frank Morgan
I. A. DeFrance
A. F. Parson
J. W. Nash
C. H. Maison
Earl Seling

RECEIVED
APR 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
APR 24 1962
FOR FILING

F 17-(12)
6072

April 24, 1962

Johnston & Bryant
803 East 6th Street
Newberg
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6079, awarded April 13, 1962, for RR Undercrossing and RR Overcrossing on the Athena-Blue Mt. Station Section of the Oregon-Washington Highway in Umatilla County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution, or with the tenth calendar day following written notice to the contractor by the engineer that the site of the work is available, whichever is the later.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.
PS: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
A. F. Parsem
Res. Engineer
Ivan D. Merchant

RECEIVED
APR 17 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1962

6170 Clutek

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.40

SUBJECT: Oregon Project F-170(18), Athena - Blue Mountain Station Section of the Oregon - Washington Highway (R.R. Grade Separation Structures)

This is to advise of our prior concurrence as of this date in award of Contract No. 6070 for the subject project to Johnston and Bryant of Newberg, Oregon, low bidder in the amount of $285,594.75 at the April 11, 1962 bid opening.

cc Young
A 7 Ltr

NOTED
P I PORTER

RECEIVED
APR 16 1962
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

6070

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1962

Johnston & Bryant
603 E. 6th Street
Newberg, Oregon

Gentlemen:

The State Highway Commission on ~~April 13, 1962,~~ awarded to you State Highway Contract No. 6070 for the following project:

Construction of UPRR Undercrossing and UPRR Overcrossing on the Athena-Blue Mt. Section of Oregon-Washington Highway in Umatilla County.

This award was based on your bid of ~~$285,394.75~~ which was the low bid submitted to the Commission on ~~April 13, 1962~~ for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

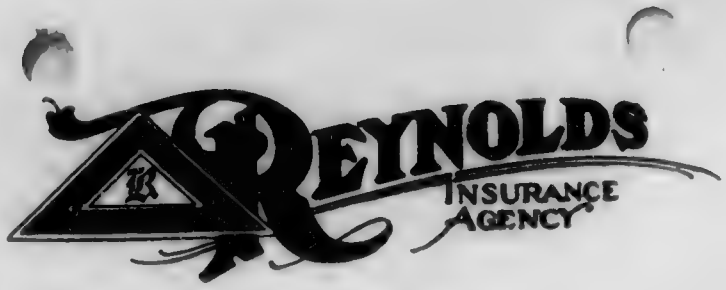
Secretary
OREGON STATE HIGHWAY COMM.

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 27 1962
ESR BRANCH

Chas. H. Reynolds
Everett J. Reynolds
Chas. A. Reynolds



Telephone WO 3-3121
Reynolds Building
P. O. Box 898

LA GRANDE, OREGON

March 23, 1962

Mr. P. M. Stephenson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Steve:

Bechtel Brothers have inquired about item #30, Umatilla County, being the overcrossing near Weston. This comes up on April 11th.

The contractors have asked if, in our opinion, this would be a difficult job and if we could obtain any information as to about the estimate.

It would seem to me that this might be a specialty job inwhich Bechtel Brothers might not be qualified. Any help or advise you cangive will be appreciated.

Very truly yours,

Chas.

CHR:mh

NOTED
P. M. STEPHENSON

RECEIVED
MAR 26 1962
OREGON
STATE HIGHWAY COMMISSION

AGENDA
NOV 16 1961
4j-3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1961

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

To: Mr. Floyd Query, Secretary
State Highway Commission
O f f i c e

Attached hereto are two copies of proposed agreement between the State and Union Pacific Railroad Company covering the above-titled matters. Please present to the Commission for execution.

After execution by the Commission, both copies should be returned to this office for further handling.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

(A)
2 COPIES TO BE SIGNED
(by Commission)

RECEIVED
MAR 20 1962
FOR FILING

Comm
Traffic & Eng
Hwy 428

March 19, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies each of Order #38019, subject: Athena (East) RR Undercrossing and Order #38026, subject: Athena (East) RR Overcrossing, issued by the Public Utility Commissioner on September 22, 1961, relative to the Athena-Blue Mountain Station Section, Project No. F-170(18).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHC:bb

RECEIVED
NOV 22 1961
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FILING
Chief
Finder Corp
Inc. 1-7

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 21, 1961

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

Dear Mr. Baker:

Enclosed herewith are two copies of an agreement relative to the above-entitled matters which has been executed by the Highway Commission.

After this agreement has been executed by the Railroad Companies we would appreciate you returning one copy of the fully executed agreement to this office, along with ten copies each of Exhibit "A" and Exhibit "B".

Yours very truly,

L. I. LINDAS
Chief Counsel

By

GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: G. S. Paxson

RECEIVED
NOV 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1961
FOR FILING

Const
Grade Xings
PUX-428

Salem, Oregon
November 16, 1961

Agenda Item 4j-3

Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies of an agreement with the Union Pacific Railroad Company covering the above-mentioned matters. These copies have been executed ;by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

RECEIVED
NOV 15 1961
FOR FILING

Gonet
Linda Crossing
PUX-428

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 14, 1961

To: Mr. Floyd Query, Secretary
State Highway Commission
O f f i c e

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

Attached hereto are two copies of proposed agreement between the State and Union Pacific Railroad Company covering the above-titled matters. Please present to the Commission for execution.

After execution by the Commission, both copies should be returned to this office for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

RECEIVED
OCT 3 1961
FORM E-30 50M 6-61 30681
FOR FILING

Comer
Trade Crossing
Pux - 428

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1961

South unit - Milton - Weston

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) County Road G-Xing
Union Pacific Railroad Co.
Umatilla County

To: Mr. G. S. Paxson
Asst. State Highway Engineer
O f f i c e

Attached please find copies of orders issued by the Public Utility Commissioner relative to the above-titled projects. The orders are in accordance with the Highway Commission's petitions and the testimony presented at the hearings.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Ivan Merchant
Tom Edwards (2)
I. A. DeFrance (2)
A. F. Parson (2)
J. W. Nash (3)
F. B. Crandall
H. B. Simpson

RECEIVED
OCT 2 1961
COMMISSIONER

NOTED
G. S. PAXSON

Order #38019

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-192

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for permission to construct a highway below grade of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the ATHENA (East) UNDERCROSSING project, in Umatilla County, Oregon.	ORDER

The above entitled matter was duly heard on August 15, 1961, at Pendleton, Oregon, before Lou Greenberg, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen and
J. W. DeSouza, Salem, Oregon
Assistant Attorneys General,
of Counsel for the Oregon State
Highway Commission

For Respondents:

James C. Ingwersen,
Assistant General Attorney,
Portland, Oregon
In behalf of Union Pacific
Railroad Company

For the Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

On May 10, 1961, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Petitioner, filed its Petition pursuant to the provisions of ORS 763.040 and 763.080 for permission to construct a public highway below grade of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Respondents. The proposed crossing has been denominated the Athena (East) Undercrossing.

Attached to and made a part of the Petition are a vicinity map and engineering drawings showing profiles of highway, railroad and temporary railroad detour or "shoofly", plan, elevation, grade line diagram and cross sections of the main structure and the "shoofly". The map and engineering drawings are designated Drawings Nos. 16326 and 8928-A and Sheet No. 2A.

Petitioner also sets forth the proposed manner in which the construction and maintenance of the project will be handled and the cost thereof borne.

Notice of the Petition and copies thereof were duly served on Respondents and the County Court of Umatilla County.

Umatilla County Court did not appear or answer. Respondents timely filed their Answer which raised no issue except that it alleges in addition to the things proposed to be done in the Petition, Respondents, subject to reimbursement by Petitioner, should also (a) furnish and install 238 feet of double inside guard rail; (b) be reimbursed for the cost of removal of track, ties and ballast from their present location, giving the State credit for materials that are salvable. Respondents also allege that removal and replacement of signal lines at the proposed crossing are unnecessary, since none are there maintained.

The matter was thereafter set down for hearing and notice thereof duly served upon the parties of record.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner is engaged in the reconstruction and realignment of the Oregon-Washington Highway, which will require a crossing of the railroad tracks of Respondents at a point set forth below. Because of the volume and high speed of the motor traffic on the Highway, it is proposed to provide an undercrossing of the tracks of Respondents at that point.

The proposed crossing is in the Northwest quarter (NW¼) of Section 15, Township 4 North, Range 35 East, W.M., in Umatilla County, Oregon. The tracks lie in a general northwest-southeast direction. The center line of the highway at the point of crossing is aligned on a compass course which bears N. 54° 55' 30" E. and intersects the center line of the track at an angle of 91° 55' 30" in the northeast quadrant at a common point designated as Railroad Survey Station 399+48.52 and Highway Survey Station 1029+06.85.

Rail traffic over the proposed crossing consists of two trains daily, excluding Sunday, one in each direction, plus an indeterminate number of switching movements. The estimated volume of average daily vehicular traffic which will use the proposed crossing is 2,000. An undercrossing structure will permit a division of train and vehicular traffic by separation of the grade of the Highway and the railroad and will be suitable and proper for the safety, convenience and general welfare of the public and in the public interest.

The proposed structure that will carry the train traffic over the highway will be a single span through-plate girder, with a ballasted deck and U-shaped concrete abutments. The main span over the highway will have a length of 78.0625' from center to center of bearings.

The highway under the structure will have a four foot median strip, with two twelve foot roadways on each side of the median, ten foot shoulders on each side and one foot additional clearance from the shoulder line to the face of the abutment. A minimum vertical clearance of 16 feet will be provided.

The highway at the point of crossing will be on a descending grade of 4.95% to the northeast, and the railroad track will be on a grade of about .06% descending to the southeast.

It is proposed that a temporary track or shoofly will be constructed to carry rail traffic around the area of construction. There will be no impairment of vertical or horizontal clearance on the railroad during construction.

Petitioner proposes that the construction and maintenance of the proposed undercrossing and the cost thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, the railroad shoofly, and the highway construction on the railroad right of way, and supervise the construction thereof.

(b) Prepare a railroad shoofly as indicated on Drawing 16326 in plan and in section up to the railroad subgrade.

(c) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement of Railroad Companies for necessary expenditures incurred in connection therewith.

(d) Maintain the highway and its other facilities after completion of the project.

Respondents will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement by Petitioner, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement by Petitioner, move and replace existing communication lines to protect the same during construction.

(d) Subject to reimbursement by Petitioner, furnish and install 238 feet of double inside guard rail.

(e) Subject to reimbursement by Petitioner, remove track, ties and ballast from their present location, giving the State credit for materials that are salvable.

(f) Subject to reimbursement by Petitioner, lay the track, ties, and ballast for the shoofly construction, and after completion of the project remove the track and ties and give the State credit for materials that are salvable.

(g) Subject to reimbursement by Petitioner, upon completion of the railroad structure furnish and install necessary track, ties and ballast.

(f) At their own cost and expense maintain the railroad structure and its appurtenances and other railroad facilities after construction.

These proposals have been agreed upon between Petitioner and Respondents and are hereby approved. The proposals relating to the division of the expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed undercrossing is necessary in connection with the construction of the Oregon-Washington Highway and is required in the interest of public safety, convenience and general welfare and permission for the construction thereof should be granted upon terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of the highway undercrossing structure herein proposed be and the same is hereby granted and 2H-20.6-B shall be assigned to said undercrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that such undercrossing structure shall be made upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design shown on the Oregon State Highway Department Drawings Nos. 16326 and 8928-A and Sheet No. 2 A submitted with the application and by reference made a part thereof.

(2) Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 22nd day of September 1961.

(SEAL)

Joel C Hall
Public Utility Commissioner

RECEIVED
JUL 20 1961
FORM E-30X—97,500—6-57—9564
FOR FILING
Const.
Tr. Xings
O Pux 428
P
Y

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1961

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) County Road G-Xing
Union Pacific Railroad Co.
Umatilla County

To: Mr. G. S. Paxson
Ass't State Highway Engineer
O f f i c e

Hearing on the above-entitled matters has been set for August 15, 1961, at 9:30 A.M. PST, at the Umatilla County Courthouse in Pendleton, Oregon.

I will contact you as to who is to testify in this matter.

GLEN V. SORENSEN
Staff Attorney

GVS:ks

cc: Ivan Merchant

RECEIVED
JUN 12 1961
FOR FILING

Comm
Freda Kings
Pux 428

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1961

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 433 - Athena (East) County Road G-Xing
Union Pacific Railroad Company
Umatilla County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Answers from the railroad companies have been received in the above-entitled matters, and I wish to call your attention to paragraph III of both answers.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Ivan Merchant

RECEIVED
JUN 13 1961
STATE HIGHWAY ENGINEER
NOTED
G. S. PAXSON

P.U.C. 428

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an undercrossing of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the ATHENA (East) UNDERCROSSING project, in the Northwest quarter (NW¼) of Section 15, Township 4 North, Range 35 East, W.M., in Umatilla County, Oregon.	No. MXF-192 ANSWER

For their answer to the State's petition in the above-entitled matter, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY and UNION PACIFIC RAILROAD COMPANY (hereinafter called "respondents") admit, deny and allege as follows:

I.

Admit the allegations of paragraphs I, II and IX.

II.

Respondents have no knowledge or information sufficient to form a belief as to the allegations of paragraphs III, IV, V, VI and VIII, and therefore deny the same, except that respondents admit that they operate an average of two trains per day at the site of the proposed undercrossing, and further admit that a crossing at grade would not be in the best interests of safety or the convenience of the traveling and shipping public.

III.

In answer to the allegations in paragraph VII, admit that the State should perform those things listed under "THINGS TO BE DONE BY STATE", and further admit that respondents should

perform those items listed under "ITEMS TO BE DONE BY RAILROAD COMPANIES". Respondents further allege that, subject to reimbursement under Federal regulations, they would

(a) furnish and install 235 feet of double inside guard rail;

(b) be reimbursed for the cost of removal of track, ties and ballast from their present location, giving the State credit for materials that are salvable.

Respondents maintain no signal lines at the site of the proposed undercrossing, and accordingly removal and replacement of such line will not be necessary.

IV.

Except as herein expressly admitted or alleged, respondents deny each and all of the allegations contained in the State's petition.

WHEREFORE, respondents pray for such an order as may be just and reasonable in the premises.

Dated at Portland, Oregon, this 24th day of May, 1961.

Respectfully submitted,

/s/ Randall B. Koster
(Randall B. Koster)

/s/ James G. Ingwerson
(James G. Ingwerson)
Attorneys for respondent
727 Pittock Block
Portland 5, Oregon

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MAY 1961
FOR FILING

COMMISSIONERS
M. R. MEYER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

Coast
Inada Xing
Ell dis

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
May 9, 1961

Mr. Jamel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 428 - Athena (East) U-Xing
Union Pacific Railroad Co.
Umatilla County

Dear Sir:

Herewith I hand you five signed copies of petition of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon the railroad companies, one copy for service upon Umatilla County, and two copies are for use by your office.

Yours very truly,

L. I. LINDAS
Chief Counsel

J. W. DeSOUZA
Assistant Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 5

cc: Ivan Merchant
G. S. Paxson
Tom Edwards
A. F. Parson

STATE

Pux 428

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an undercrossing of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the ATHENA (East) UNDERCROSSING project, in the Northwest quarter (NW¼) of Section 15, Township 4 North, Range 35 East, W.M., in Umatilla County, Oregon.

P E T I T I O N

No._____

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.040.

III

That Petitioner proposes to reconstruct the Athena-Blue Mountain Station Section of the Oregon-Washington Highway, and, as a part thereof, it will be necessary to construct an undercrossing of the track of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Drawings 16326, 8928-A, and Sheet No. 2A of the Athena-Blue Mountain Station Section plans, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed undercrossing structure is necessary and proper for the service and convenience of the public, and that the

construction of a crossing at grade would be hazardous to traffic on both the railroad and the highway.

V

That the annual average daily traffic using the roadway under the structure will be 2,000 vehicles, subject to normal anticipated increases, and that traffic on the railroad is an average of 2 train movements per day.

VI

That the highway grade at the point of crossing will be a descending grade of 4.95% to the northeast, and the railroad grade will be a descending grade of approximately 0.6% to the north.

VII

That Petitioner proposes that the construction and maintenance of the project be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, the railroad shoofly, and the highway construction on the railroad right of way, and supervise the construction thereof.

(b) Prepare a railroad shoofly as indicated on Drawing 16326 in plan and in section up to the railroad subgrade.

(c) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices

contained in PPM 30-3, issued by the Public Roads Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Roads Administration under date of October 3, 1958, and amendments and supplements thereto.

(d) Maintain the highway and its other facilities after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement under federal regulations, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement under federal regulations, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement under federal regulations, remove and replace existing signal and communication lines to protect the same during construction.

(d) Subject to reimbursement under federal regulations, lay the track, ties, and ballast for the shoofly construction, and after completion of the project remove the track and ties and give the State credit for materials that are salvable.

(e) Subject to reimbursement under federal regulations, upon completion of the railroad structure furnish and install necessary track, ties and ballast.

(f) At their own cost and expense maintain the railroad structure and its appurtenances and other railroad facilities after construction.

VIII

That it is not anticipated that there will be any impairment of vertical or horizontal clearance on the railroad during construction in violation of Public Utility Commissioner's Order No. 33700.

IX

That the proposed construction is in the Northwest quarter ($NW\frac{1}{4}$) of Section 15, Township 4 North, Range 35 East, W.M., in Umatilla County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 9th day of May, 1961.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

J. W. DeSOUZA
Assistant Counsel

By _____
GLEN V. SORENSEN - Staff Attorney

T.4 N., R.35 E. W.M.

UNION PACIFIC RAILROAD

County Road

to ATHENA

FINAL SURVEY		BY	DATE
SURVEYED			
PLOTTED			
NOTE BOOK TEMPLATE			
AREAS			
NO. AREAS CHECKED			

91°55' 30"

yard Limits Sign

handcar Shed

RR 406+61.29 P.O.C. =

Shoofly 406+61.29 P.O.C.

Shoofly 6° C.L. Δ = 30°15'05"

Shoofly 401+57.18 B.C.

L 1029+06.85 P.O.T. =

R.R. 399+48.52 P.O.C. =

4°00' C.L. Δ = 80°19'

0.00+61.30 P.O.T. = 1.19+13.0 E.C.

EQUATION

399+08.0 B.C.

PROPOSED SHOOFLY

PROPOSED RR

1030

1035

R/W LINE

OREGON-WASHINGTON HIGHWAY

SEC 16

P.I.W. Line 7

S. 30° To MILTON-FREEWATER

N. 54°55'30" E.

31°55'30"

"Shoofly" 396+12.84 E.C.

"Shoofly" 393+97.84 B.C.

"Shoofly" R.R. 393+81.60 P.O.T.

"Shoofly" 6° C.L. Δ = 13°30' T = 113.08'

"Shoofly" 398+20.13 E.C.

"Shoofly" 6° CR Δ = 13°30' T = 113.08'

"Shoofly" 396+6.13 B.C.

1735

1750

1775

1800

Switch

500

Handcar siding

tool house

387+75.0 E.C.

frame bldg

stone bldg

depot

380

6°00' C

Δ = 132°

CREEK

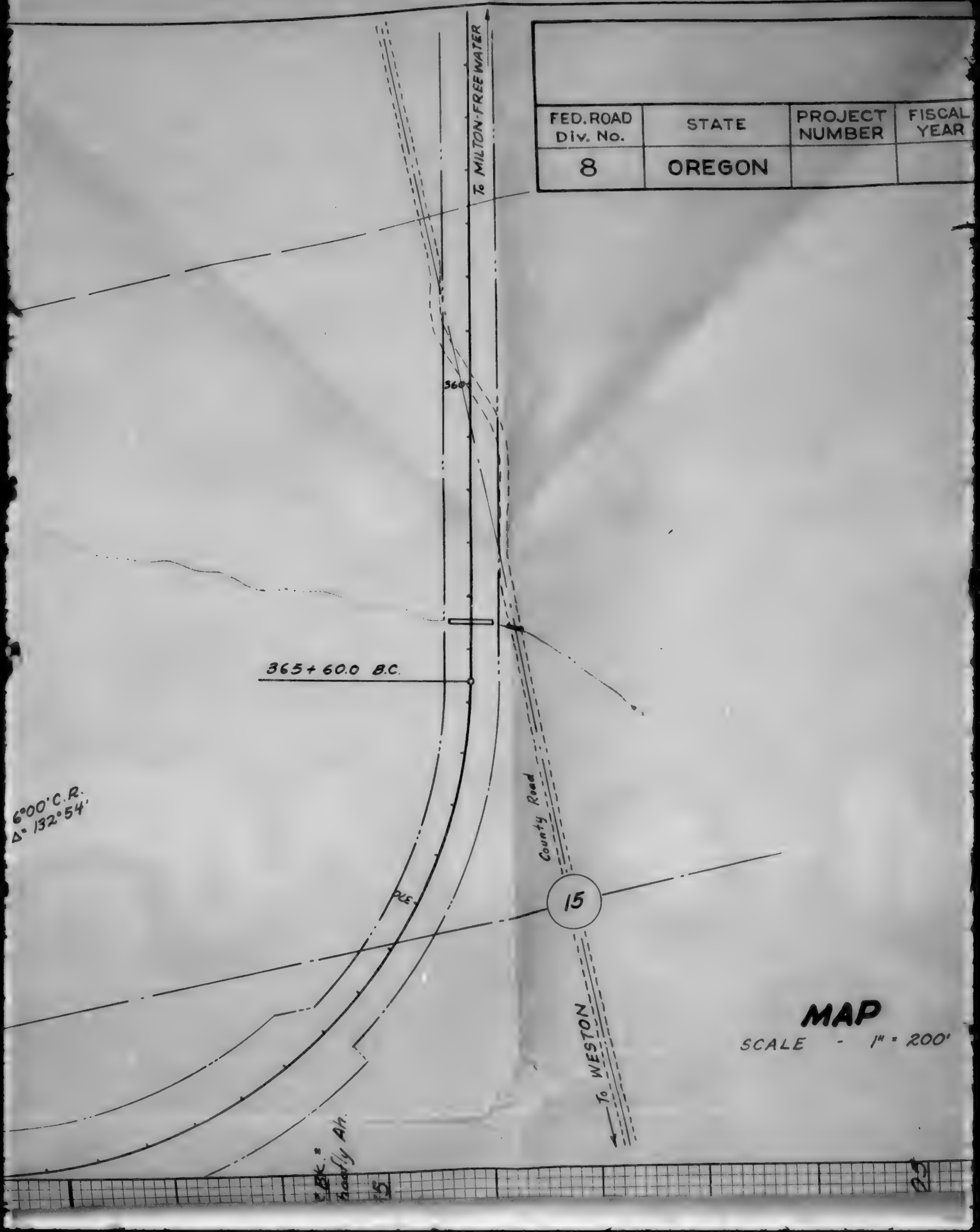
SEC. 16

SEC. 15

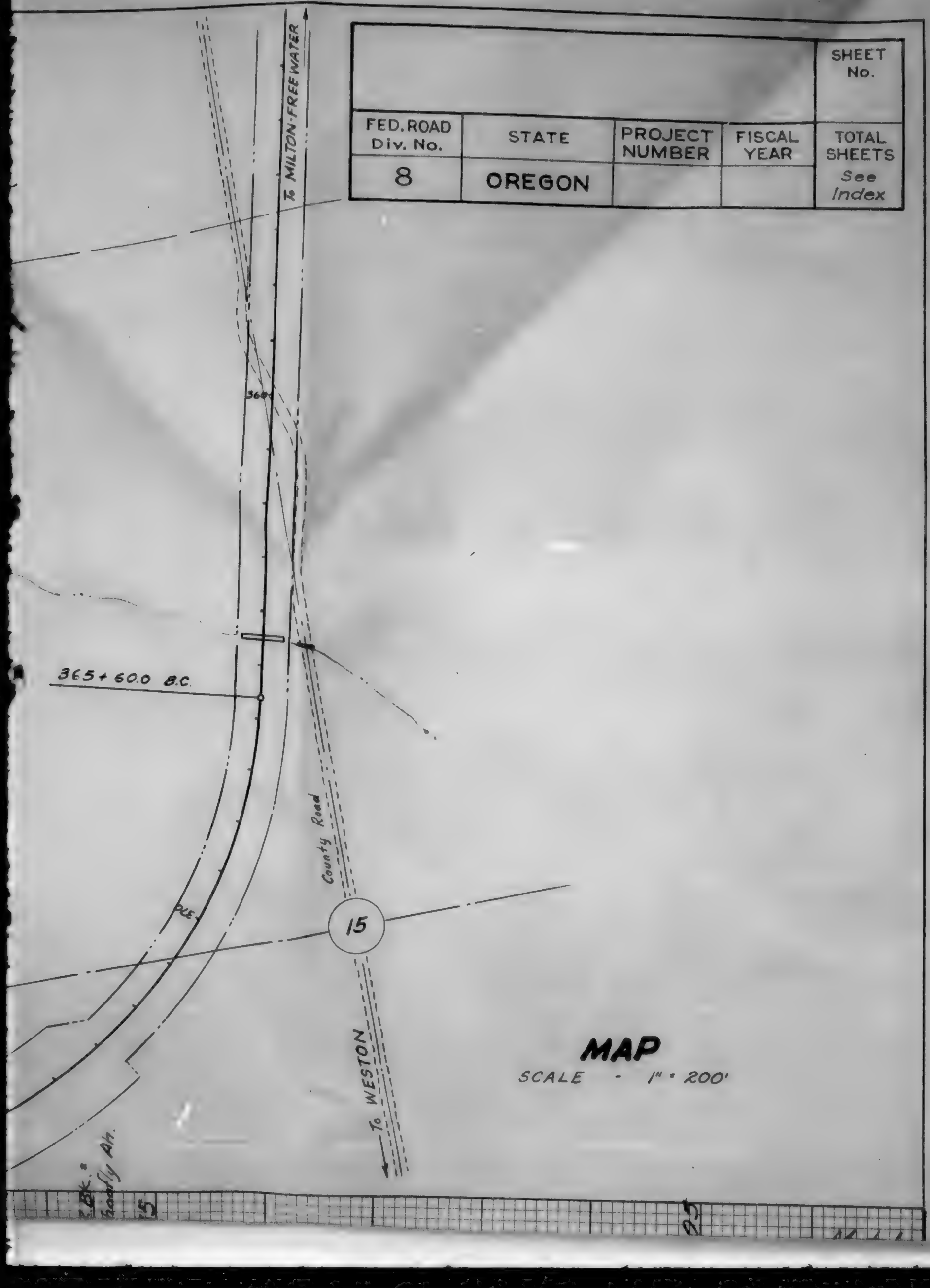
County Road

Spur Line to Pea Cannery

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		



				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



ORIGINAL SURVEY	
NOTE BOOK	
NO.	

SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	

DATE	BY

PROFILE RAIL

HORIZ -
VERT

SCALE

100+85.2 P.O.T.

415

410

+0.87

2400' V.C.

REVISION

Grade Revised, Rural Design Sect., Nov. 1960

Grade Revised, Rural Design Sect., Jan. 1961

Typical E&C Section added, April 1961

1015

OREGON STATE HIGHWAY DEPARTMENT
VICINITY MAP AND PROFILE
FOR
PUBLIC UTILITIES COMMISSION

GRADE SEPARATION UNDER U.P. RAILRO

STATION 1029+06.85

ATHENA - BLUE MOUNTAIN STATION
OREGON - WASHINGTON HIGHWAY

UMATILLA COUNTY

KEATS OLIVER, RES. ENGR
SCALES AS NOTED

MARCH 19 6 0

BEARING

T. ...FNA... CATED

SEC
14

RAILROAD

HORIZ. 1" = 100'
VERT. 1" = 10'

410

405

23½"

ENG.

Fin

1020

ILROAD

TION
VAY

PROFILE HIGHWAY &

SCALE HORIZ. 1" = 100'
VERT. 1" = 20'

1025

SEC. 16

SEC. 15

13.08.

30.

County Road

Spur Line to Pea Cannery

depot

1810

1800

400

1790

325

Shoofly

℄

1840

1:1

1:1

2.5 4.5 4.5 2.5

7' 7'

10' 10'

1820

1800

rubble trestle

Finish Grade

-4.95 %

B.V.C.

1780

1760

1740

1080

1035

Match exist. R.R.

393+81.60 R.R. BK. =
393+87.84 Shoofly Ahd.

603.55

22'

+0.65%

Top of rail

Subgrade

1810.05

395

405

390

385

SHOOFLY PROFILE

Existing RR

℄

Variable, 65' max.

Existing ground line

Limit of excavation through highway roadbed section.

Solid rock

1:0.46

Hwy Subgr.

TYPICAL SECTION, RR SHOOFLY

1400' V.C.

+10.77 1743.56

1040

Br # 8928

D

To

Match exist. C.R.R.

Top of rail

+0.65%

Subgrade

24'

395

SHOOFLY PROFILE

105

390

385

Existing RR

℄

Existing ground line

Hwy Subgr.

SECTION, R.R. SHOOFLY

E.H.C.

+5.26

Br # 8928

Dwg # 16326

1040

1045

RR R/W ℄

Communication Lines ℄

50'-0"

RR 399+05 P.C.

RR 399+09.51

78'-0¼" ctr-ctr

Athena 3 mi.

N 55° 55' 30" E

RR S.G. ℄

N 35° 15' 30" W

← Weston 1 mi.

Ballast

RR S.G. ℄

1' Cl.

10' Shld

12'

12'

4' Med.

℄ Ditch ℄

SG ℄

50'-0"

"L" 1029+06.85 P.O.T.

RR 399+48.52 P.O.C.

"L" Line ℄

RR R/W ℄

P L A

Scale

RR 4° C.L
Δ = 80°19'

End Abutments Along ℄

Athena 3rd,
N54°55'30"E

RR 399+87.57

Athena

91°55'30"

4' Med | 12' | 12' | 10' Shld | 1'c1

S.G.Z

℄ Ditch

2 Line "T"

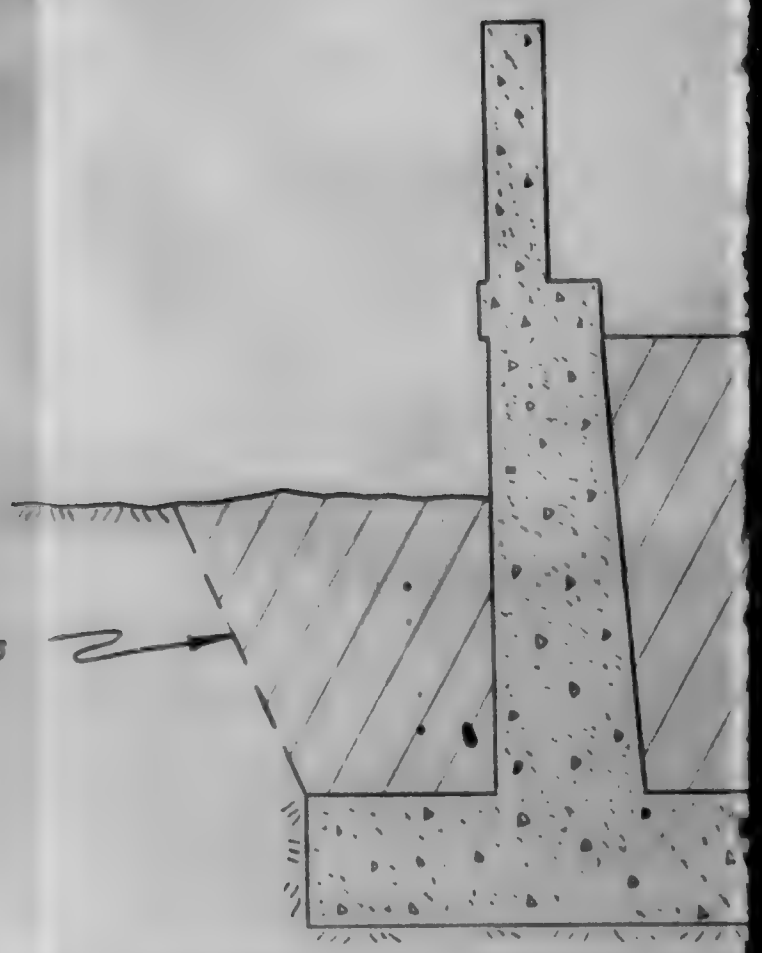
Union Freewater Sum.

A Z

Scale 1"=10'-0"

GENERAL NOTES:

Structure designed for Cooper's E-60 loading. Structural steel design and fabrication as per A.R.E.A. specifications of 1957. All other material and workmanship shall conform to the specifications of the Oregon State Highway Commission except as modified by the A.R.E.A. design specifications.



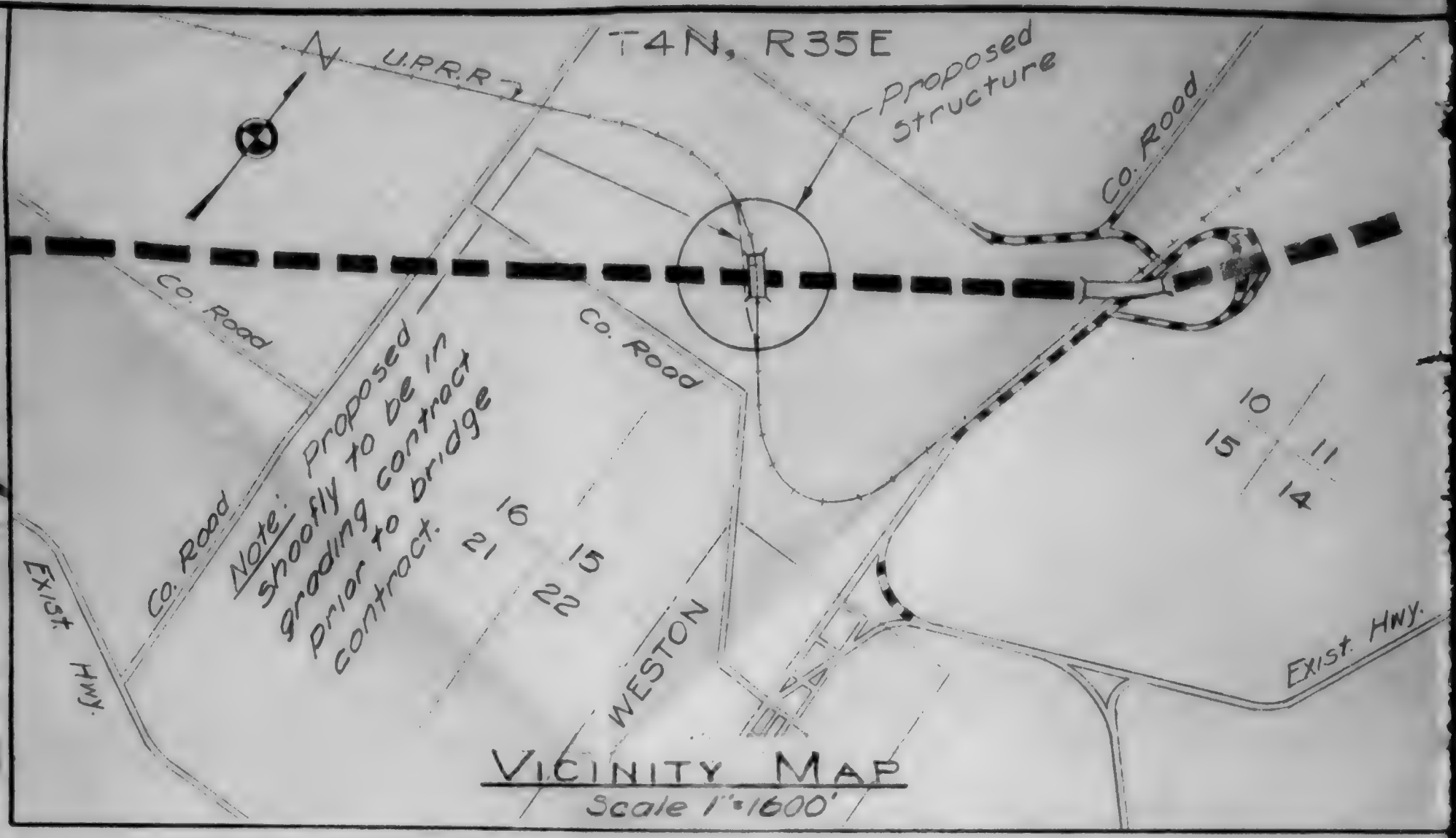
East Rail
West Rail

East Rail
West Rail

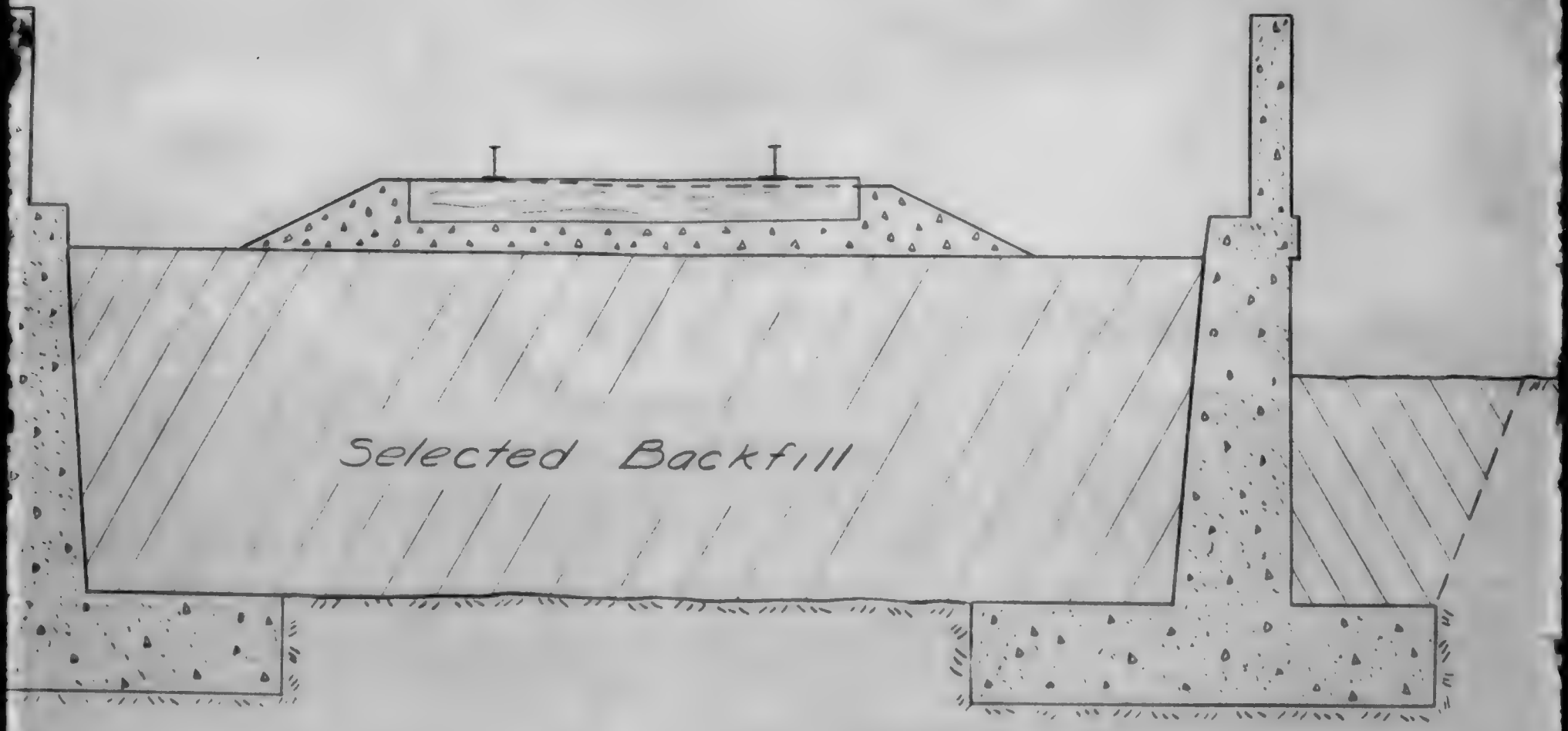
East Rail
West Rail

East Rail
West Rail

East Rail
West Rail

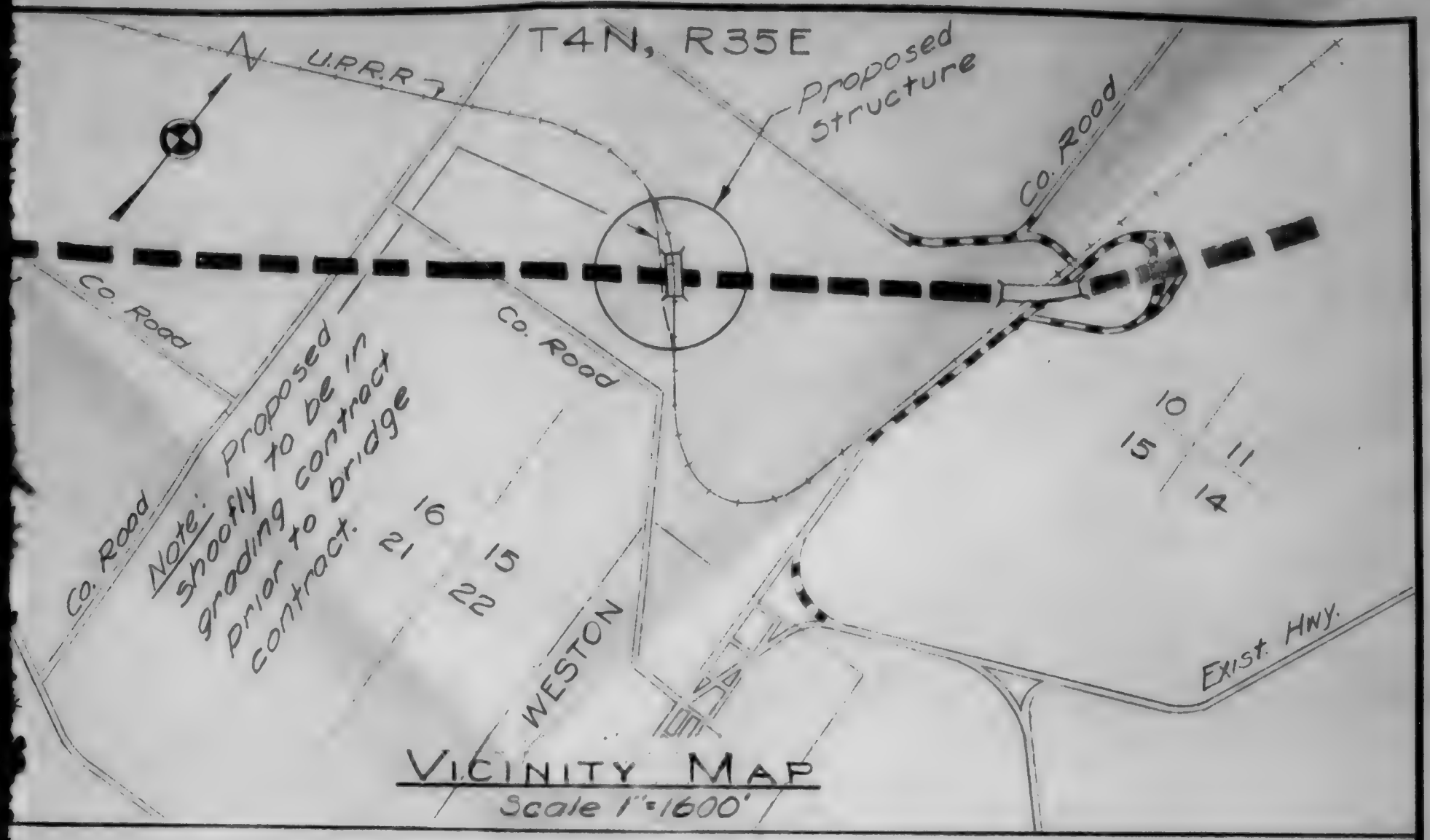


VICINITY MAP
Scale 1"=1600'

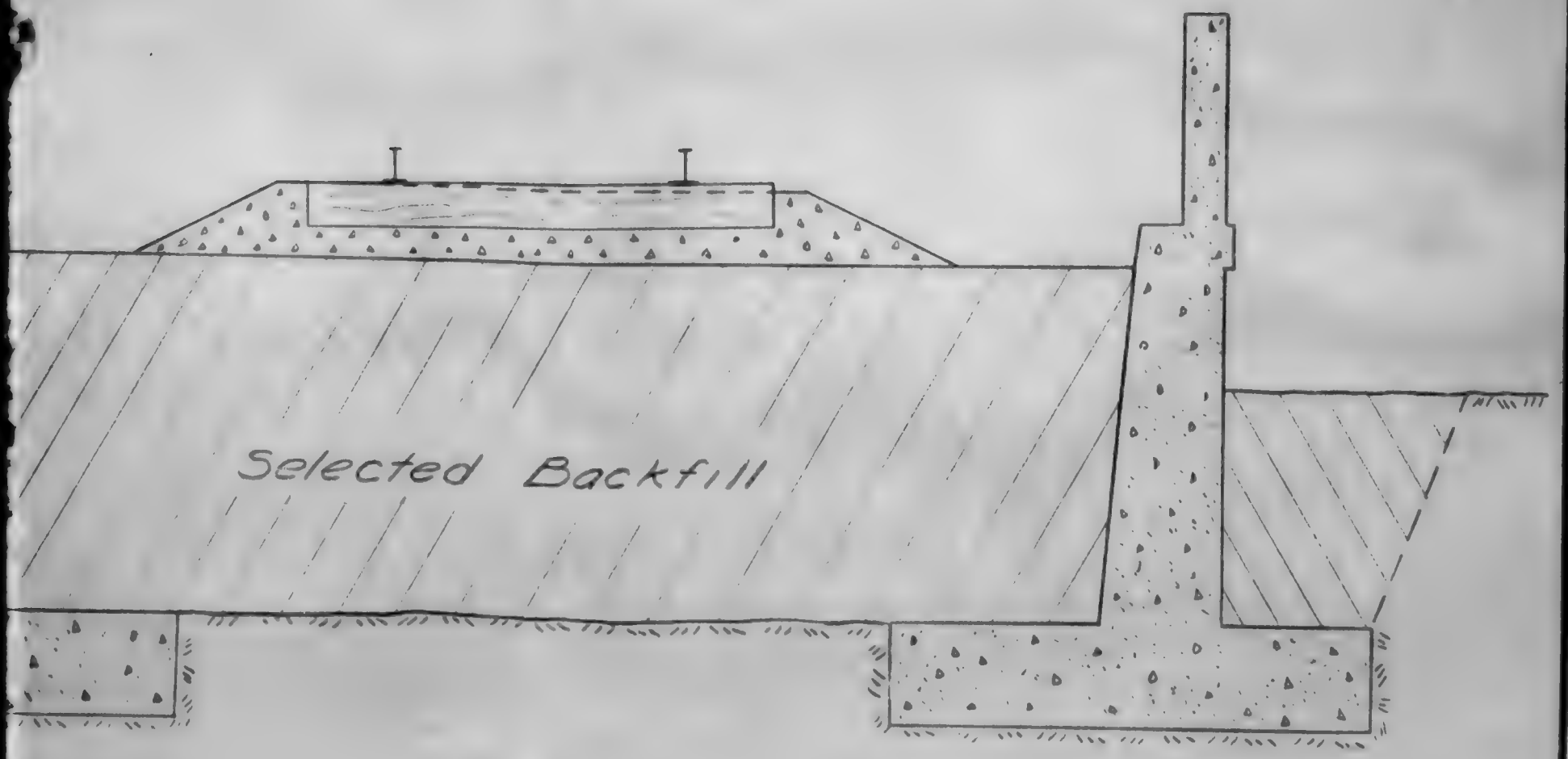


TYPICAL SECT. THRU WALLS
Scale 1"=3'-0"

2



VICINITY MAP
Scale 1"=1600'

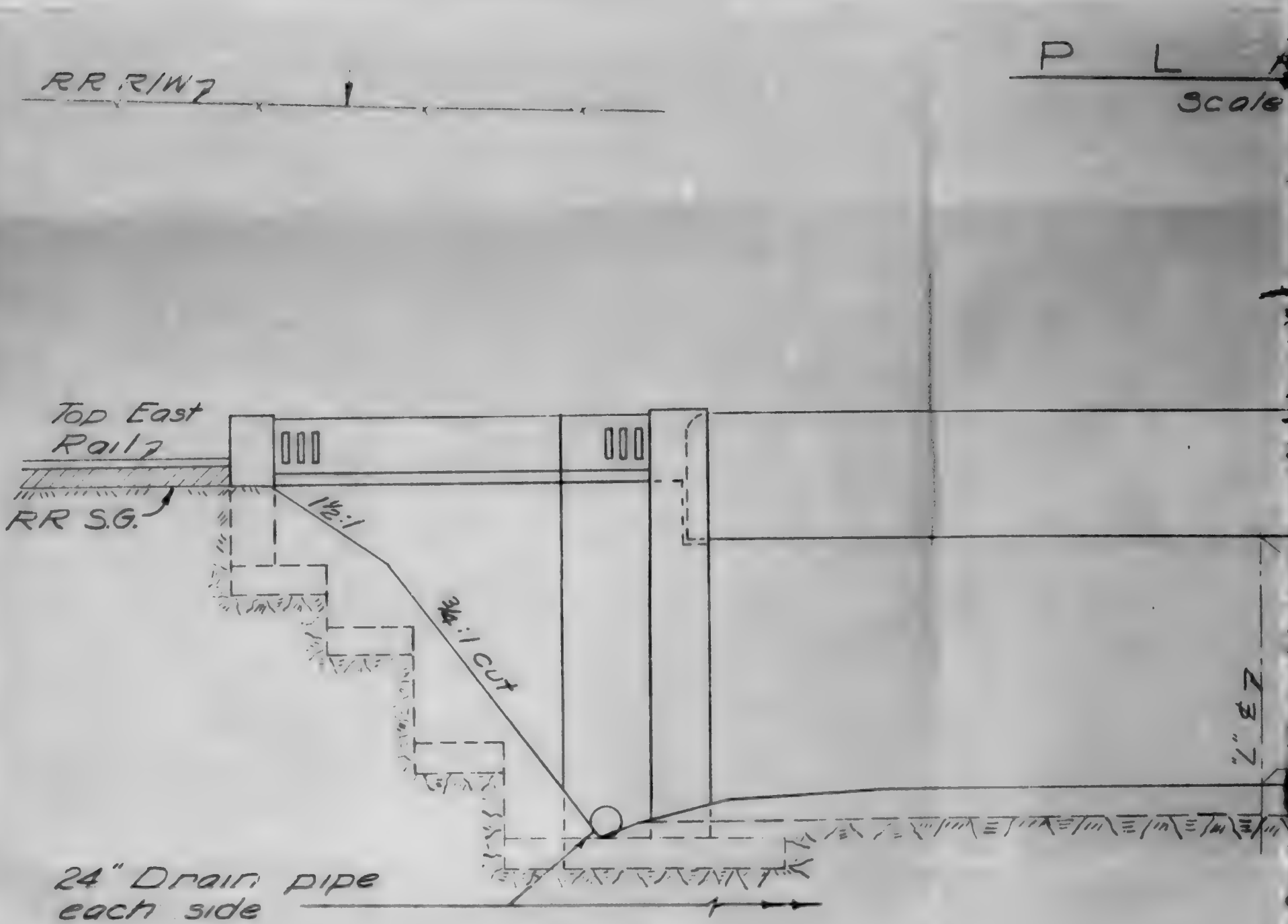


TYPICAL SECT. THRU WALLS
Scale 1"=3'-0"

N

P L A

Scale

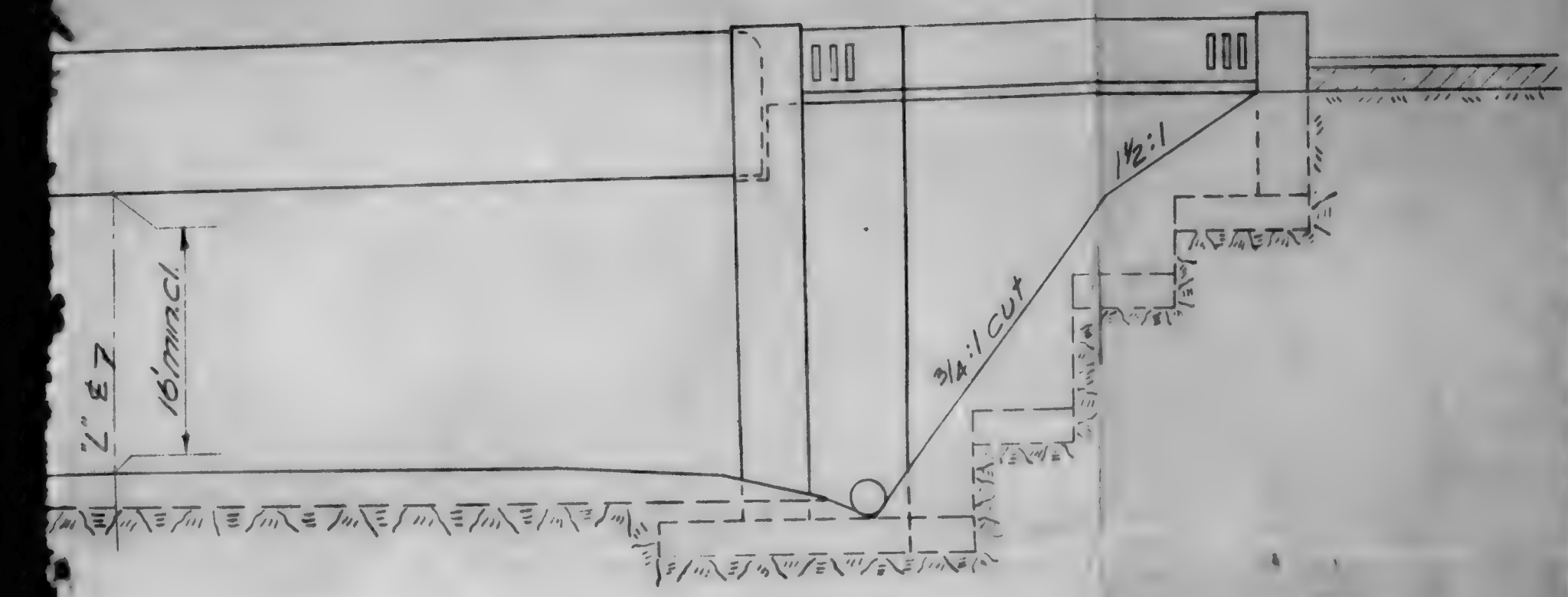


E L E V

Scale

A N

ale 1"=10'-0"



Abutment 2

V A T I O N

cale 1"=10'-0"

"L" GRADE LINE DIAGRAM
No Scale

"L" 1027+00 EVC
Elev 1793.59

-4.95% FG. 26' Lt or Rt of ℄ Z

"L" 1030+10.77 BVC
Elev. 1778.21

RAILROAD PROFILE
No Scale
(Elev. Top East (West) Rail

RR 398+45.12
El. 1805.95 East Rail
El. 1805.89 West Rail

RR 398+95.12
El. 1806.25 East Rail
El. 1806.18 West Rail

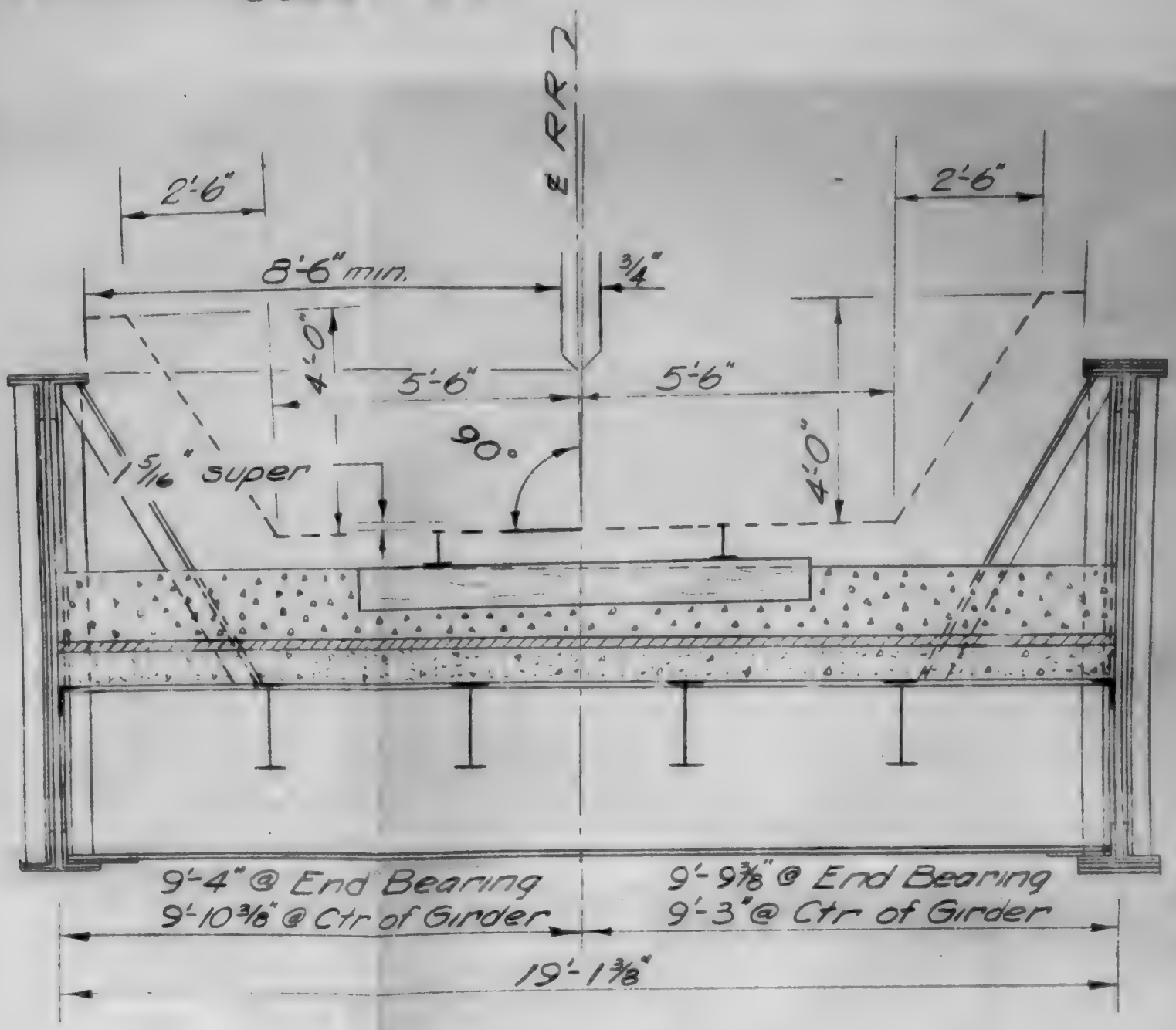
RR 399+45.12
El. 1806.56 East Rail
El. 1806.46 West Rail

RR 399+95.12
El. 1806.91 East Rail
El. 1806.80 West Rail

RR 400+45.12
El. 1807.25 East Rail
El. 1807.10 West Rail

TYPICAL SECT. THRU WALLS

Scale 1"=3'-0"



TYPICAL SECTION THRU GIRDER

Scale 1"=3'-0"

APPROVED:

Ivan V. Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED ..... CHECKED .....
DRAWN D.O.C. CALC. BOOK .....

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

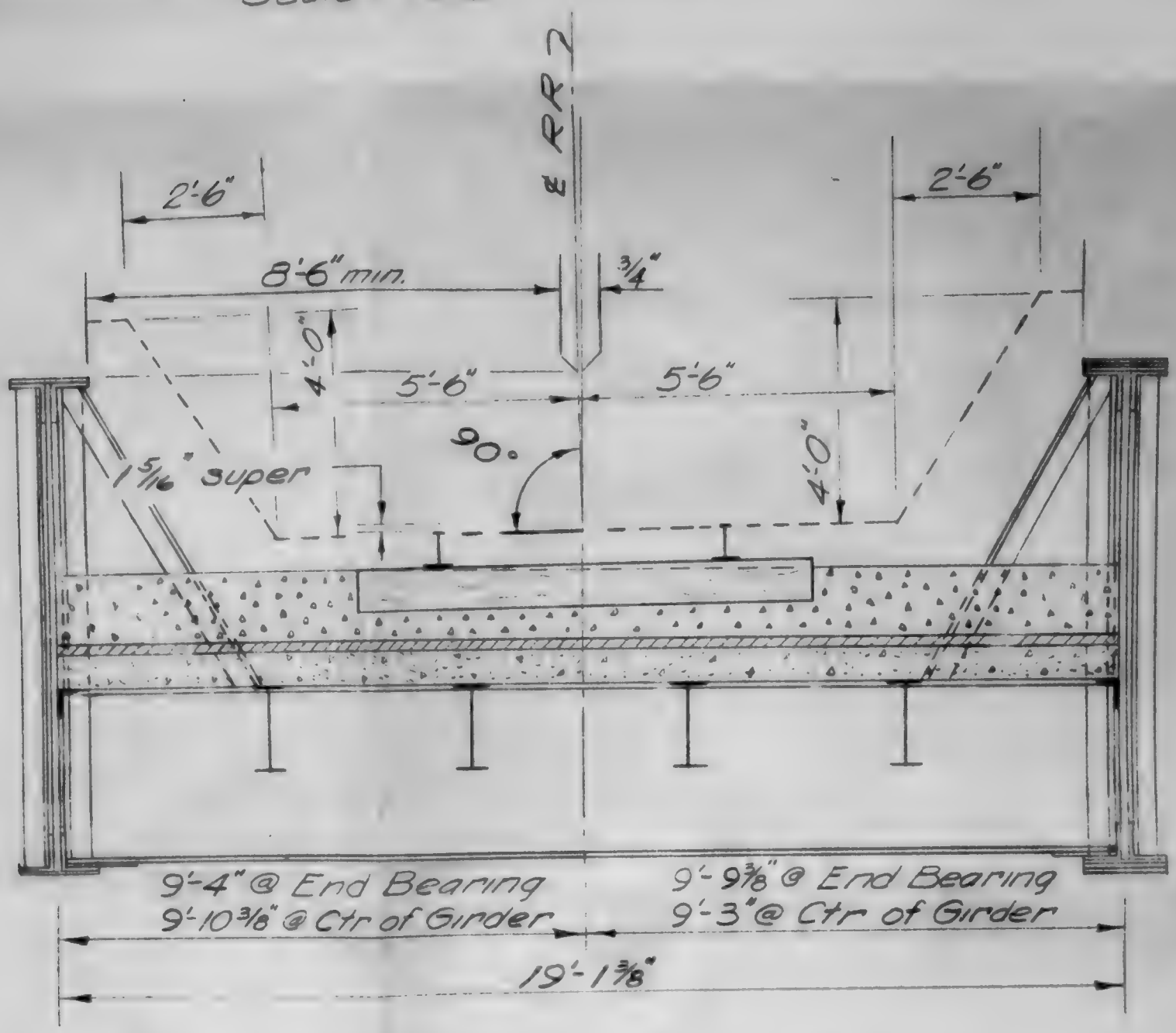
OREGON-WASHINGTON HIGHWAY
U-XING OF U.P.R.R.
ATHENA-BLUE MOUNTAIN SECTION
UMATILLA COUNTY

PLAN & ELEVATION

DATE JAN. 5, '61 BRIDGE NO. 8928
ACCOMPANIED BY DWGS. .....

SHEET 1 OF 1
DRAWING NO. 8928-A

TYPICAL SECT. THRU WALLS
Scale 1"=3'-0"



TYPICAL SECTION THRU GIRDER
Scale 1"=3'-0"

PPROVED:

Duane V. Merchant
RIDGE ENGINEER

SS'T. STATE HIGHWAY ENGINEER

TATE HIGHWAY ENGINEER

ESIGNED ..... CHECKED .....
RAWN DOC CALC. BOOK .....

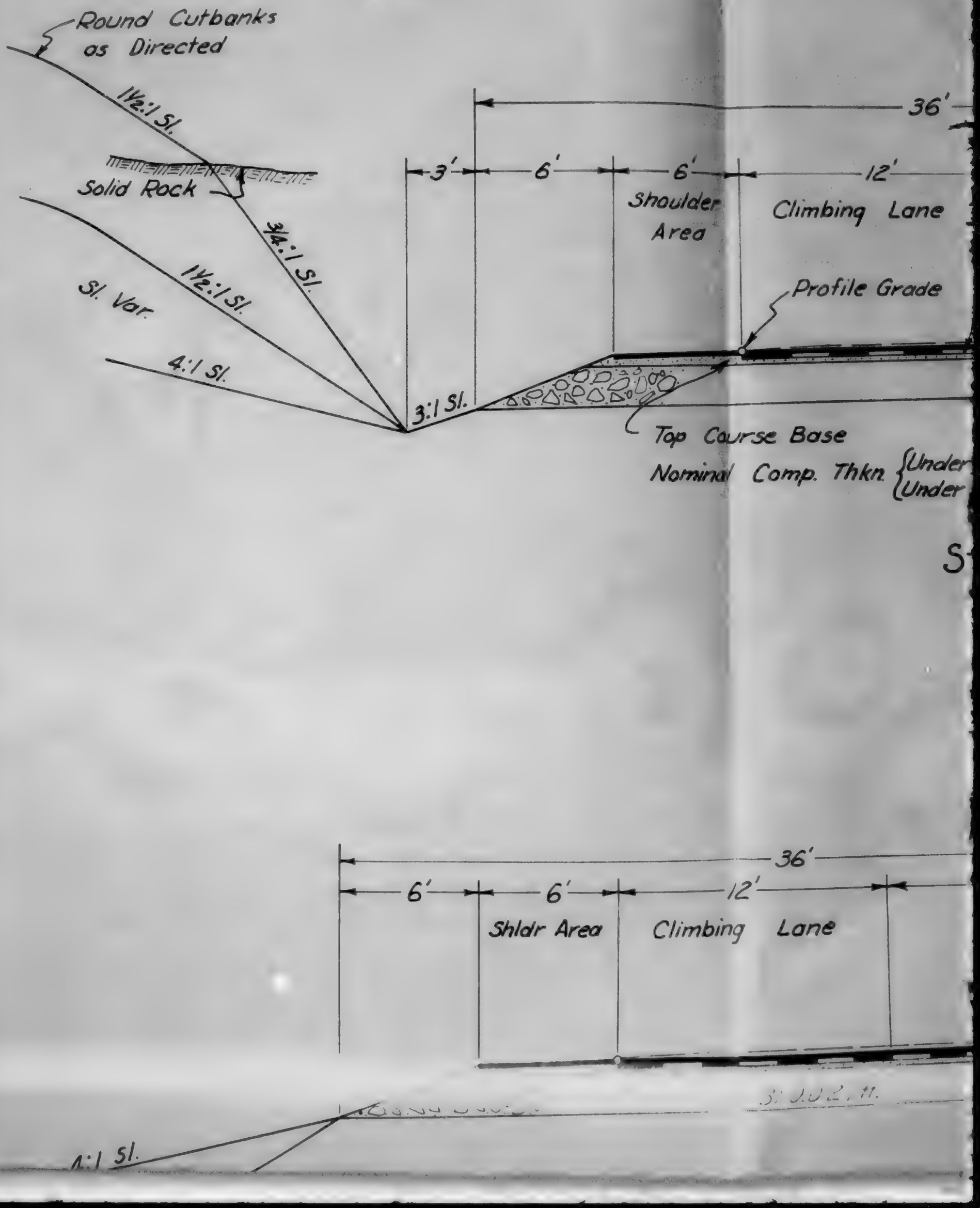
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

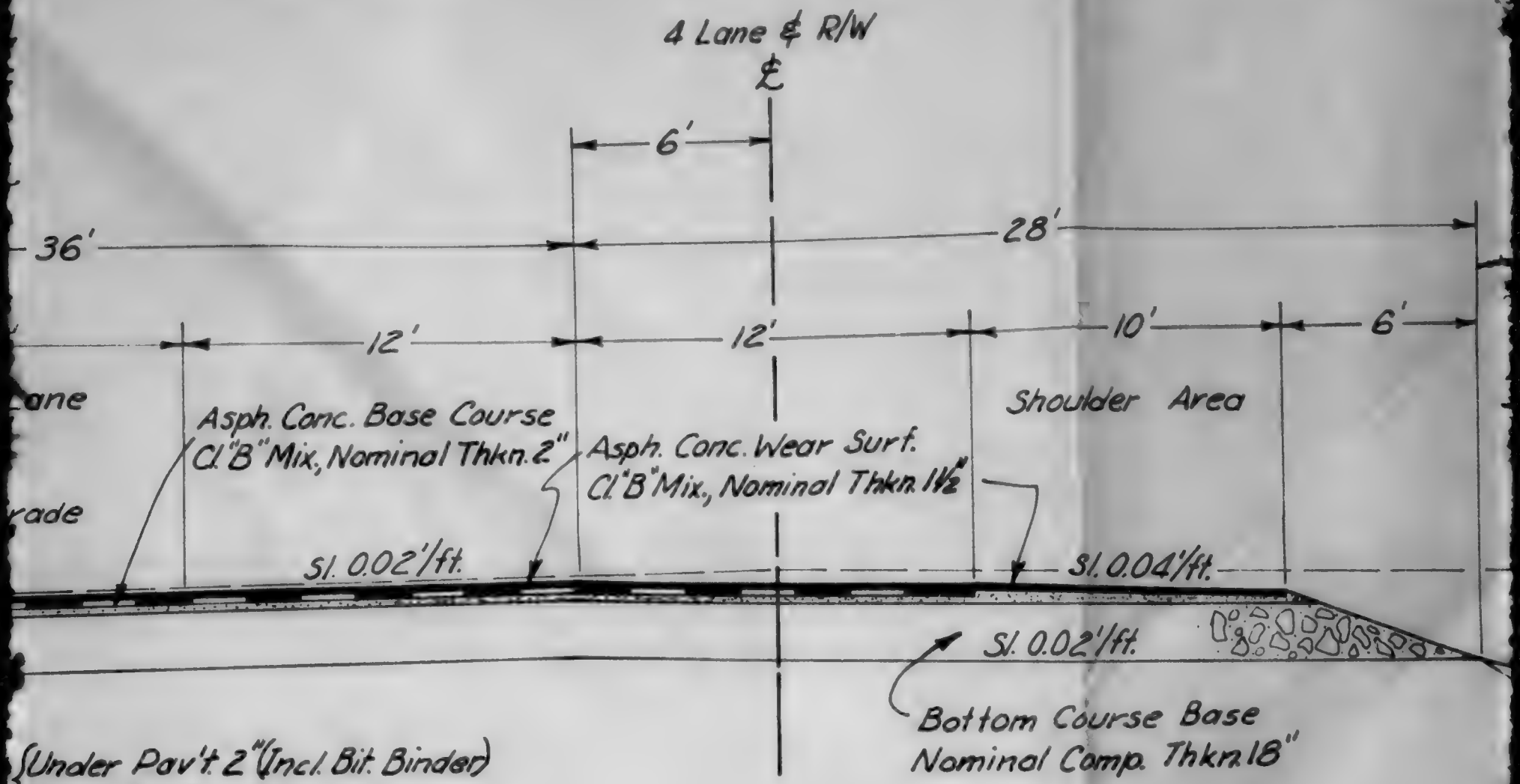
OREGON-WASHINGTON HIGHWAY
U-XING OF U.P.R.R.
ATHENA-BLUE MOUNTAIN SECTION
UMATILLA COUNTY

PLAN & ELEVATION

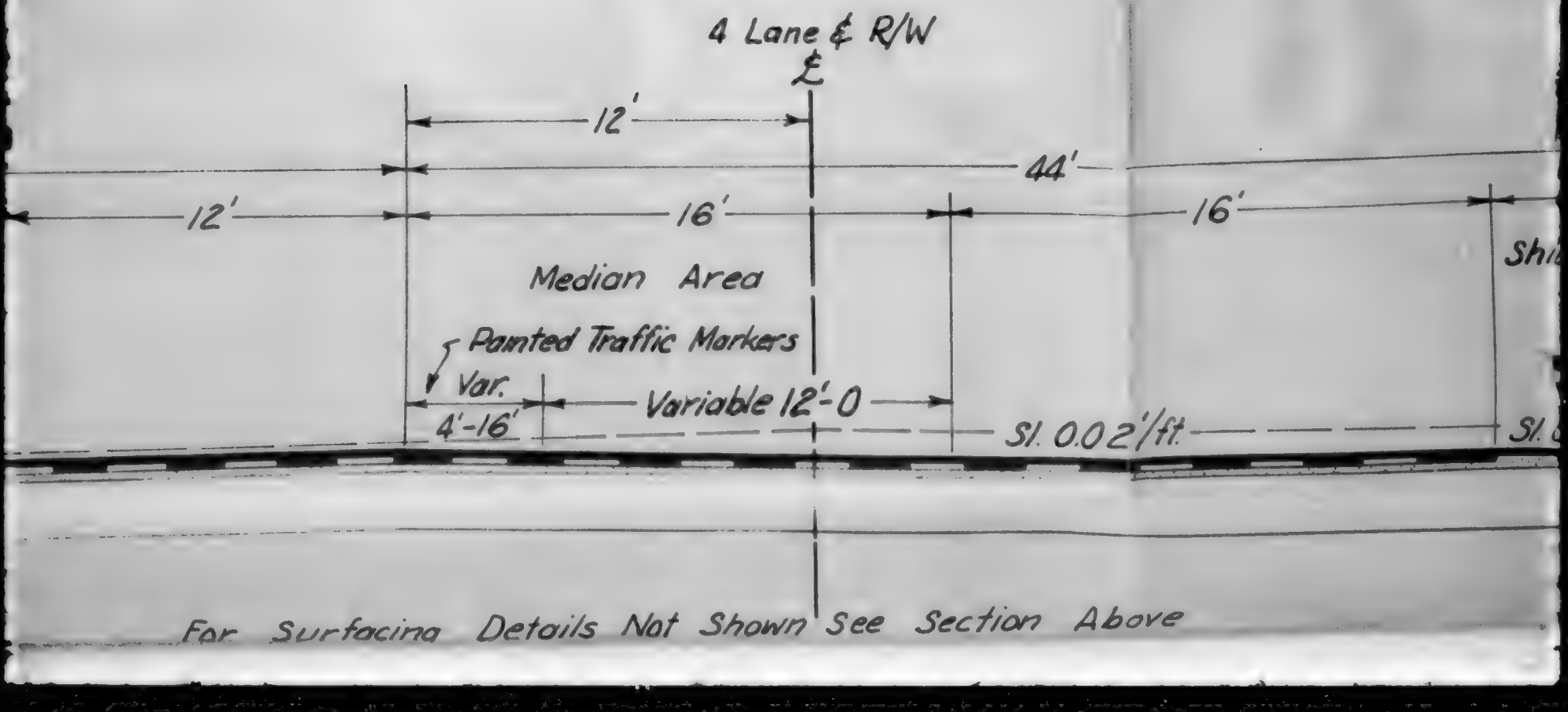
DATE JAN. 5, '61 BRIDGE NO. 8928
ACCOMPANIED BY DWGS. .....

SHEET 1 OF 1
DRAWING NO. 8928-A


Round Cutbanks as Directed
1½:1 Sl.
Solid Rock
¾:1 Sl.
1½:1 Sl.
Sl. Var.
4:1 Sl.
3:1 Sl.
36'
3'
6'
6'
12'
Shoulder Area
Climbing Lane
Profile Grade
Top Course Base
Nominal Comp. Thkn. {Under
{Under
36'
6'
6'
12'
Shldr Area
Climbing Lane
4:1 Sl.



STA. 1089+50 to STA. 1127+00
1127+00 – 1135+25 TAPER SECTION



6'

4:1 Sl.

Sl. Var.
1½:1 Sl.

3'
4'
4'
Shldr
Area

1½:1 Sl.
Sl. Var.
4:1 Sl.

3:1 Sl.

Bott
Nomi

6'
6'
3'
Shldr Area

Sl. 0.04'/ft.

3:1 Sl.

1½:1 Sl.

Solid Rock

¾:1 Sl.

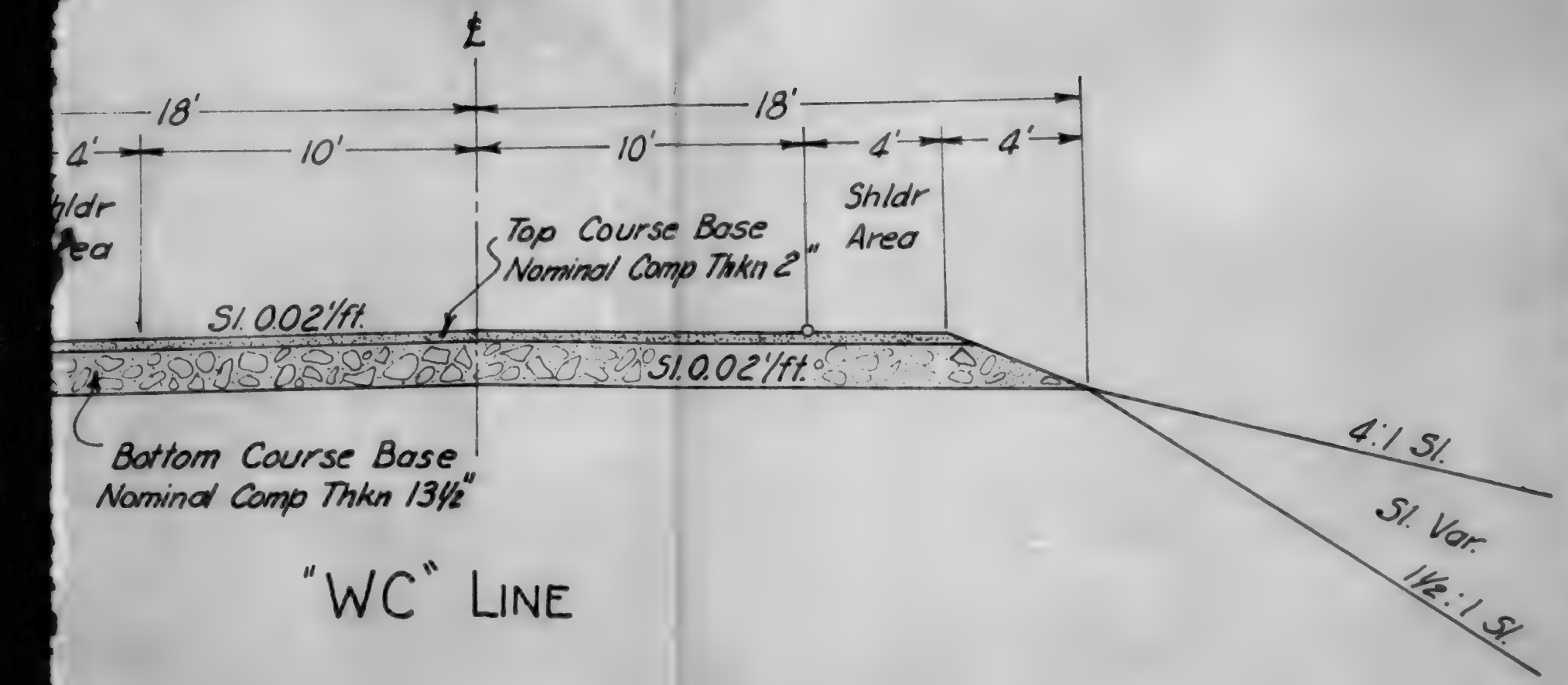
1½:1 Sl.

Sl. Var.

4:1 Sl.

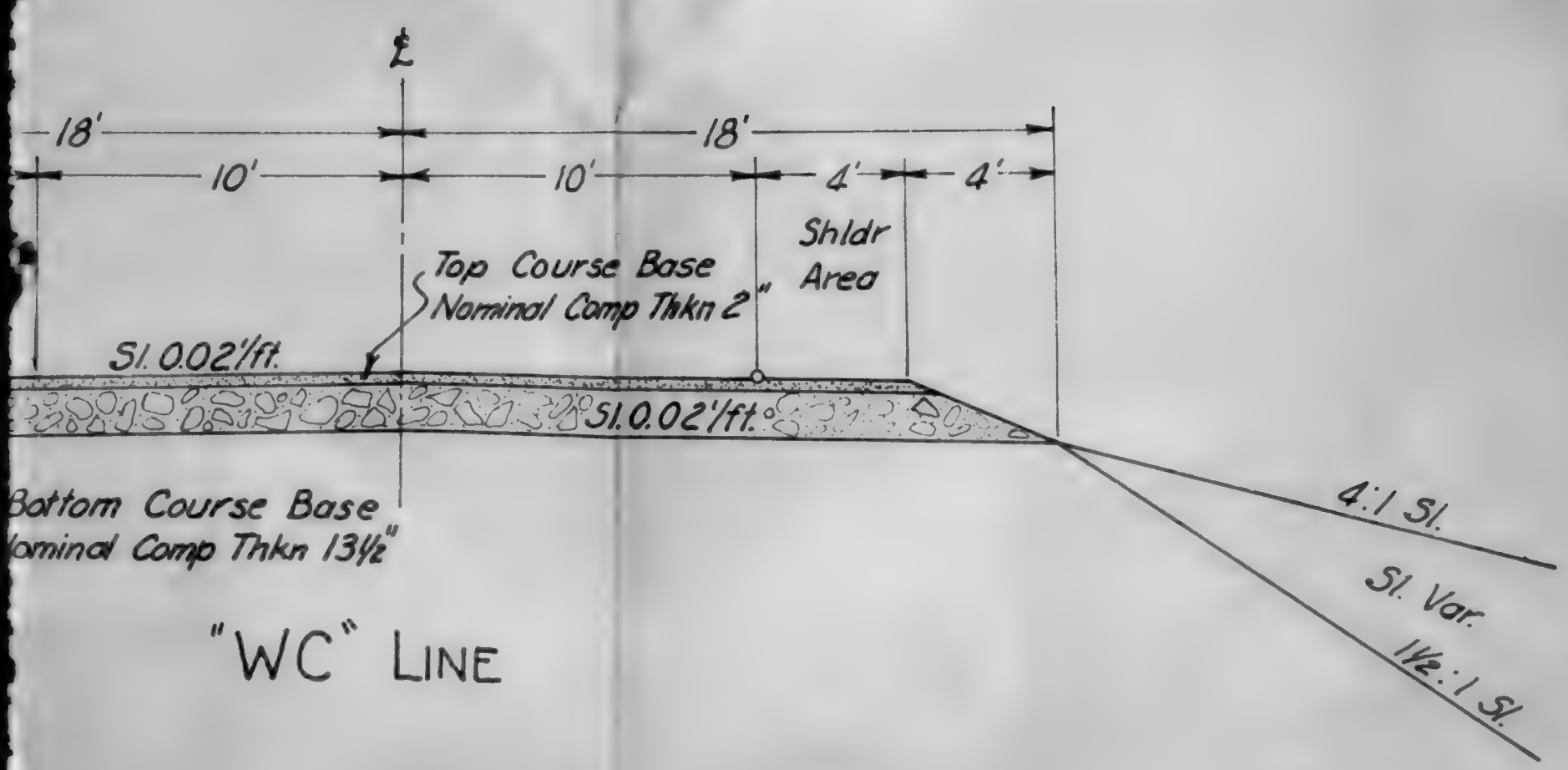
Athena - Blue Mt. Sta.

ATHENA-BLUE MOUNTAIN STA. SEC. OREGON – WASHINGTON HIGHWAY & WESTON SEC. WESTON–ELGIN HIGHWAY UMATILLA COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS *See Index*
8	OREGON			

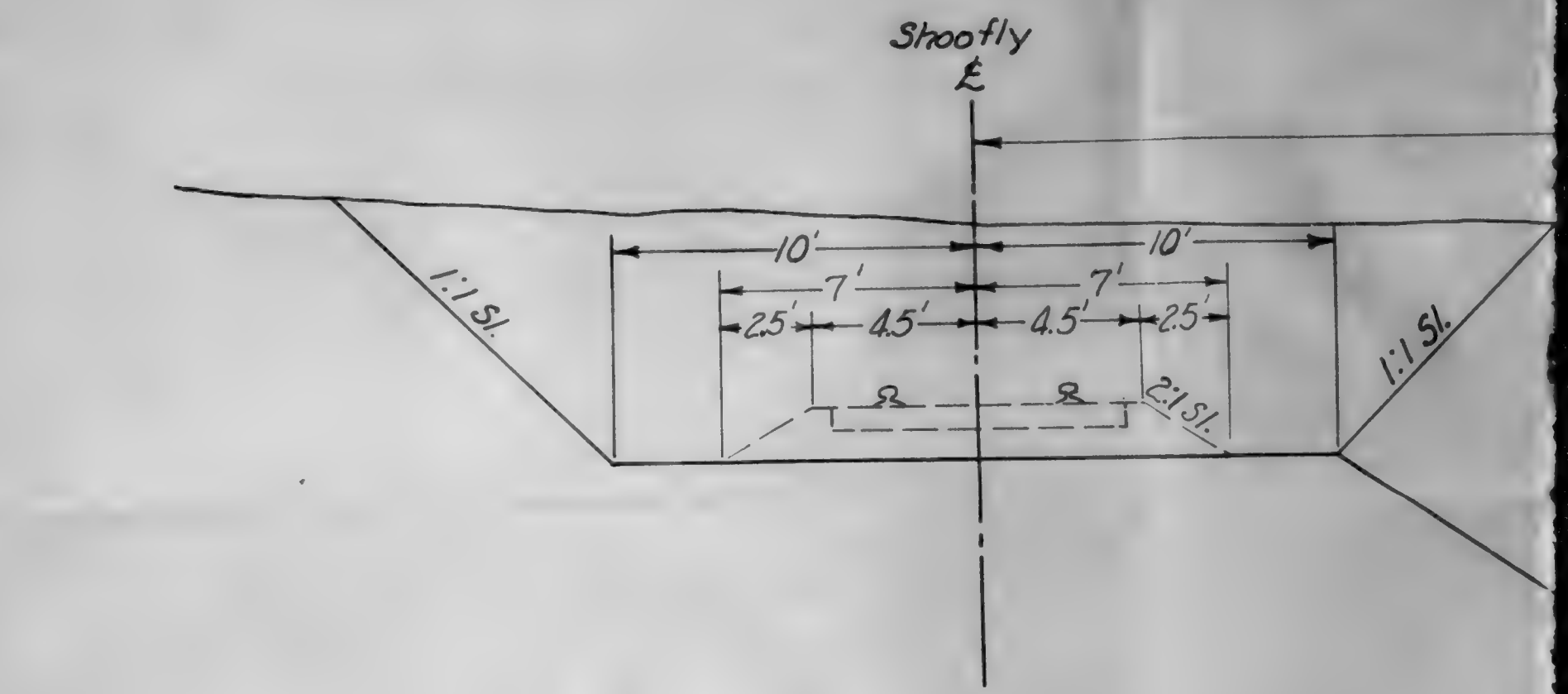


"WC" LINE

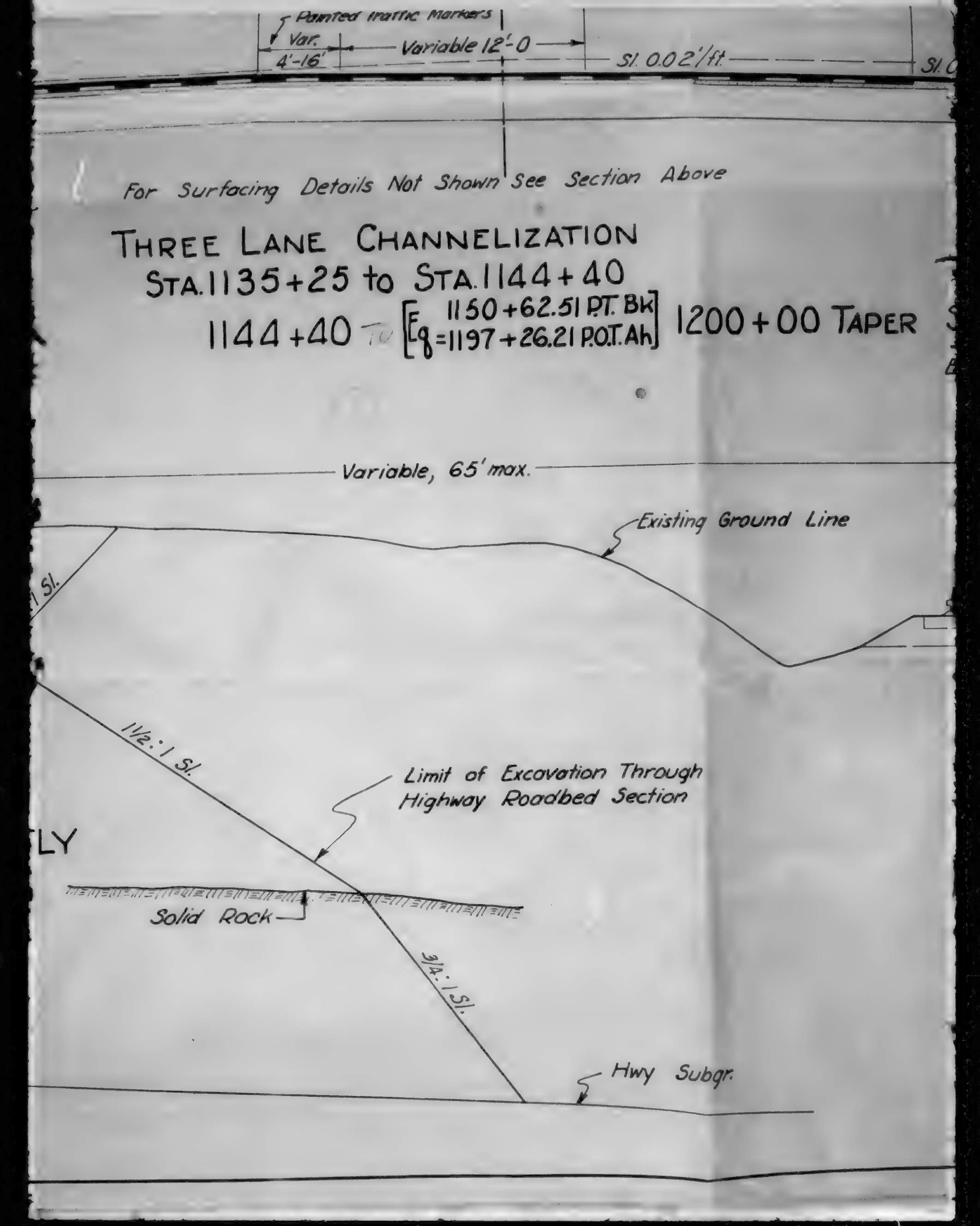
ATHENA-BLUE MOUNTAIN STA. SEC. OREGON – WASHINGTON HIGHWAY 4 WESTON SEC. WESTON–ELGIN HIGHWAY UMATILLA COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*

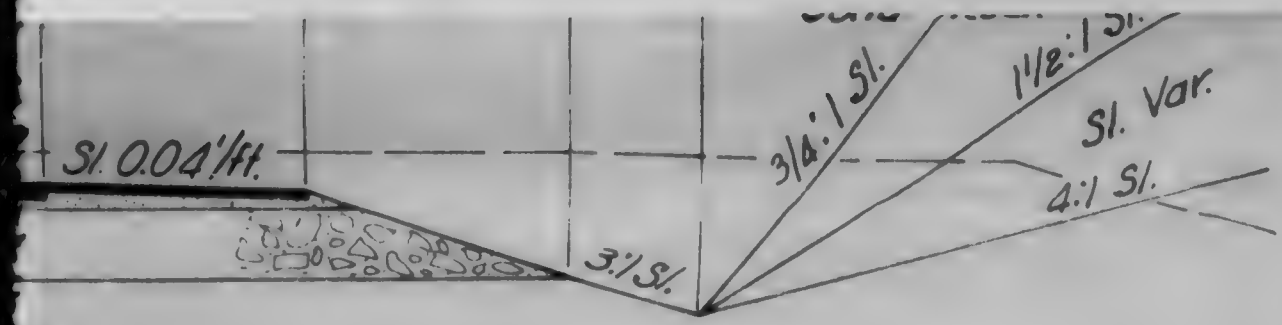


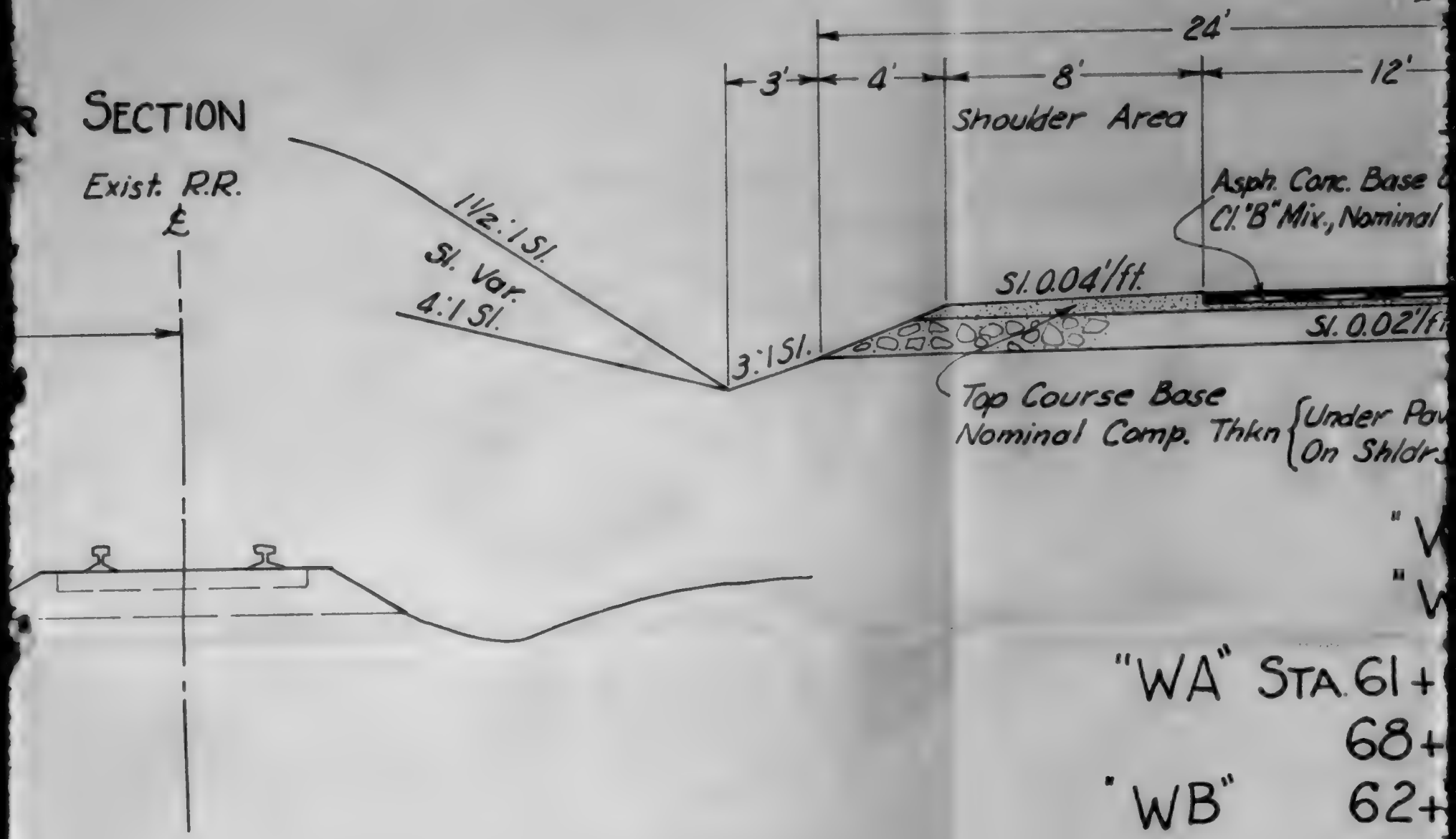
"WC" LINE



TYPICAL SECTION, RR SHOOFLY


Painted Traffic Markers
Var.
4'-16'
Variable 12'-0
Sl. 0.02'/ft.
Sl. C
For Surfacing Details Not Shown See Section Above
THREE LANE CHANNELIZATION
STA. 1135+25 to STA. 1144+40
1144+40 To [Eq 1150+62.51 P.T. Bk = 1197+26.21 P.O.T. Ah] 1200+00 TAPER
Variable, 65' max.
Existing Ground Line
1 Sl.
1½:1 Sl.
Limit of Excavation Through
Highway Roadbed Section
TLY
Solid Rock
¾:1 Sl.
Hwy Subgr.

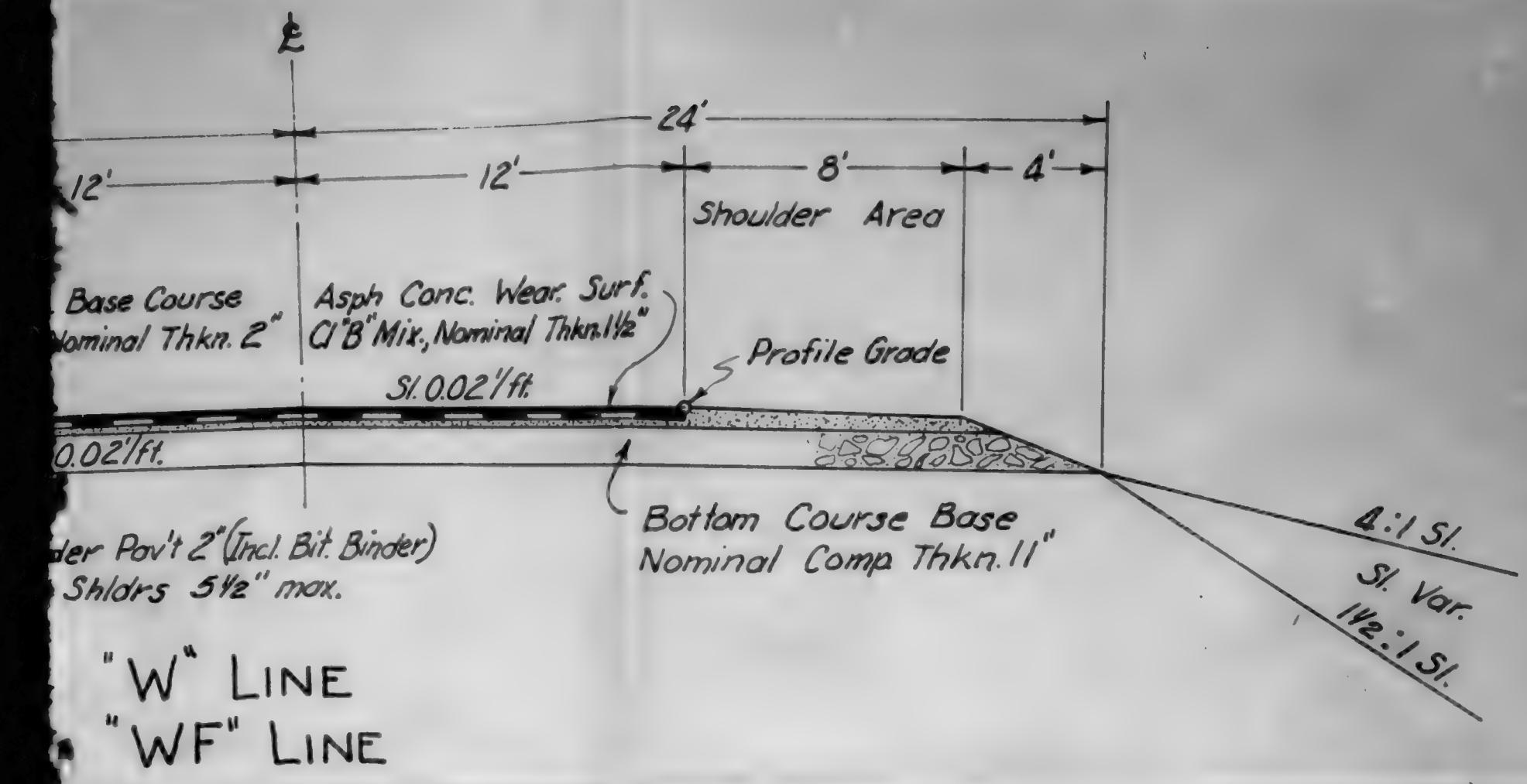




"W
"W

"WA" STA. 61+
68+
"WB" 62+
66+

"W



"W" LINE
"WF" LINE

61+68.16	to STA. 68+50	
68+50	70+00	TAPER SECTION
62+46.91	66+50	
66+50	68+00	

RECEIVED
MAR 22 1962

FORM CD-12
12-32-39

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

FOR FILES
F 170(18)
0070 - Office

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 20, 1962

Copy To
Yours
MAR 22 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.4-0

SUBJECT: Oregon Project F-170(18)

We have approved, as of this date, the P. S. and E. documents for the UPRR separation structures on the Athena-Blue Mountain Station Section, Oregon-Washington Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of the completed agreement with the Union Pacific Railroad Company.

MAR 1 1962
STATE H

RECEIVED
MAR 21 1962
FOR FILING
Contract
Farm Xing
FAU X-432

COPY

March 19, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies each of Order #48019, subject: Athena (East) RR Undercrossing and Order #38026, subject: Athena (East) RR Overcrossing, issued by the Public Utility Commissioner on September 22, 1961, relative to the Athena-Blue Mountain Station Section, Project No. F-170(18).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

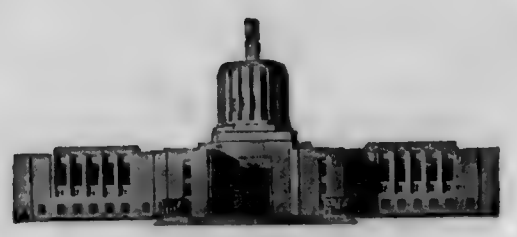
RNC:bb

FORM E-123-X 37.5M 10-58

RECEIVED
COMMISSIONERS 1961
NOV 21
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT O. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 21, 1961

C
O
P
Y

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland, 17, Oregon

Re: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

Dear Mr. Baker:

Enclosed herewith are two copies of an agreement relative to the above-entitled matters which has been executed by the Highway Commission.

After this agreement has been executed by the Railroad Companies we would appreciate you returning one copy of the fully executed agreement to this office, along with ten copies each of Exhibit "A" and Exhibit "B".

Yours very truly,

L. I. Lindas
Chief Counsel

By

GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: G. S. PAXSON

RECEIVED
DEC 13 1961
FOR FILING

Cust
Grade Xings
432

Salem, Oregon
November 16, 1961

Agenda Item 4j-3

Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

Mr. L. I. Lindas
Chief Counsel
O f f i c e

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies of an agreement with the Union Pacific Railroad Company covering the above-mentioned matters. These copies have been executed ;by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM S-30 SOM 3-61 84387

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1961

AGENDA
NOV 16 1961
4j-3

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

To: Mr. Floyd Query, Secretary
State Highway Commission
O f f i c e

Attached hereto are two copies of proposed agreement between the State and Union Pacific Railroad Company covering the above-titled matters. Please present to the Commission for execution.

After execution by the Commission, both copies should be returned to this office for further handling.

Glen V. Sorensen

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

(A)
2 COPIES TO BE SIGNED
(by Commission)

N

RECEIVED
NOV 16 1961
FOR FILING

C
O
P
Y

Comm
Trade Crossing
Pux - 432

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1961

To: Mr. Floyd Query, Secretary
State Highway Commission
O f f i c e

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

Attached hereto are two copies of proposed agreement between the State and Union Pacific Railroad Company covering the above-titled matters. Please present to the Commission for execution.

After execution by the Commission, both copies should be returned to this office for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
OCT 3 1961
FOR FILING

Const
Irda Crossing
Pux-432

C
O
P
Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1961

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) County Road G-Xing
Union Pacific Railroad Co.
Umatilla County

To: Mr. G. S. Paxson
Asst. State Highway Engineer
O F F I C E

Attached please find copies of orders issued by the Public Utility Commissioner relative to the above-titled projects. The orders are in accordance with the Highway Commission's petitions and the testimony presented at the hearings.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Ivan Merchant
Tom Edwards (2)
I. A. DeFrance (2)
A. F. Parson (2)
J. W. Nash (3)
F. B. Crandall
H. B. Simpson

Order #38026

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-193

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for permission to construct a highway above grade of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the ATHENA (East) OVERCROSSING project, in Umatilla County, Oregon	ORDER

The above entitled matter was duly heard on August 15, 1961, at Pendleton, Oregon, before Lou Greenberg, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen and
J. W. DeSouza, Salem, Oregon
Assistant Attorneys General,
of Counsel for the Oregon State
Highway Commission

For Respondents:

James C. Ingwersen,
Assistant General Attorney,
Portland, Oregon
In behalf of Union Pacific
Railroad Company

For the Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

On May 10, 1961, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Petitioner, filed its Petition pursuant to the provisions of ORS 763.040 and 763.080 for permission to construct a public highway above grade of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Respondents. The proposed crossing has been denominated the Athena (East) Overcrossing.

Attached to and made a part of the Petition are a vicinity map and engineering drawings showing highway and railroad profiles, plan, elevation, grade line diagram and clearance diagram. The map and engineering drawings are designated Drawings Nos. 16328 and 8929-A.

Petitioner also sets forth the proposed manner in which the construction and maintenance of the project will be handled and the cost thereof borne.

Notice of the Petition and copies thereof were duly serve on Respondents and the County Court of Umatilla County.

Umatilla County Court did not appear or answer. Respondents timely filed their Answer which raised no material issue and in substance admits the material allegations contained in the Petition, except that it alleges that removal and replacement of signal lines at the point of the proposed crossing are unnecessary, since none are there maintained.

The matter was thereafter set down for hearing and notice thereof duly served upon the parties of record.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing was completed and the matter sub-

mitted for determination. Based upon said evidence and record it is found that:

Petitioner is engaged in the reconstruction and realignment of the Oregon-Washington Highway, which will require a crossing of the railroad tracks of Respondents at a point set forth below. Because of the volume and high speed of the motor traffic on the highway, it is proposed to provide an overcrossing of the tracks of Respondents at that point.

The proposed crossing is in the Southwest quarter of the Southeast quarter (SW¼ SE¼) of Section 10, Township 4 North, Range 35 East, W.M., in Umatilla County, Oregon. The tracks lie in a general north-south direction. The proposed overcrossing will lie in a general east-west direction. The center line of the overcrossing and tracks will intersect at an angle of 43° 7' in the northeast quadrant at a common point designated as Highway Survey Station 1065+16.43 POT and Railroad Survey Station 338+21.8 POT.

Rail traffic over the proposed crossing consists of two train movements each way daily, except Sunday. The estimated volume of average daily vehicular traffic which will use the proposed crossing is 2,000 vehicles. An overcrossing structure will permit a division of train and vehicular traffic by separation of the grade of the highway and the railroad and will be suitable and proper for the safety, convenience and general welfare of the public and in the public interest.

The deck and roadway on the proposed structure will be aligned on a 2300 foot long vertical curve which adjoins tangent approach grades of 5.26% ascending from the southwest and 2.66% ascending from the northeast and provides, within the limits of the structure, an average roadway gradient of 1.4% ascending northeasterly. The structure will be composed of several reinforced concrete deck girder spans of various lengths and will be 410 feet in length along the center line.

The minimum horizontal clearance on the east side of the tracks will be 18' 1¼" and that on the west side 21' 7½". A distance of 23' 6" between top of highest rail and underside of overhead girder will afford adequate vertical clearance. The horizontal clearances provided are in excess of the minimum prescribed by PUC Order No. 33700. Falsework during construction will temporarily impair vertical clearance to a distance of 22' between the base of the rail and the underside of the overhead obstruction. The vertical clearance during construction should at no time be less than 21', measured from top of highest rail to overhead obstruction.

Petitioner proposes that the construction and maintenance of the proposed overcrossing and the cost thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith.

(c) Maintain the overcrossing structure with its appurtenances and approaches after the completion of the project.

Respondents will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement by Petitioner, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement by Petitioner, remove and replace existing signal and communication lines to protect the same during construction.

(d) At their own cost and expense maintain the railroad tracks with their appurtenances and other railroad facilities after construction.

These proposals have been agreed upon between Petitioner and Respondents. No objections were made and they are approved. The proposals relating to the division of expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the construction of the Oregon-Washington Highway and is required in the interest of public safety, convenience and general welfare and permission for the construction thereof should be granted upon terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of the highway overcrossing structure herein proposed be and the same

is hereby granted and 2H-21.8-A shall be assigned to said overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design shown on the Oregon State Highway Department Drawings Nos. 16328 and 8929-A submitted with the application and by reference made a part thereof.

(2) Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that impairments to the standard vertical clearances as prescribed and defined in P.U.C. Order #33700 which are necessary to or result from the placing of falsework or the erection of building materials required for the construction which do not fall below a line 21' above top of rail, are hereby authorized as temporary impaired clearances, such impairments to be removed upon completion of the proposed structure; and it is further

ORDERED that the Respondent is authorized to operate its rail equipment over the impaired tracks under the conditions of impairment referred to herein; and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 22nd day of September, 1961.

Jonel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
JUL 20 1961
FOR FILING
Court
C
O
P Pux 432
I

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1961

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) County Road G-Xing
Union Pacific Railroad Co.
Umatilla County

To: Mr. G. S. Paxson
Ass't State Highway Engineer
O f f i c e

Hearing on the above-entitled matters has been set for August 15, 1961, at 9:30 A.M. PST, at the Umatilla County Courthouse in Pendleton, Oregon.

I will contact you as to who is to testify in this matter.

GLEN V. SORENSEN
Staff Attorney

GVS:ks

cc: Ivan Merchant

FORM E-123-2 50M 1-61

RECEIVED
MAY 12 1961
LEGAL

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

Copies to Linda X-ing
Pux 432

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 11, 1961

Mr. Jomel C. Hall
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 432 - Athena (East) O-Xing
Union Pacific Railroad Co.
Umatilla County

Dear Sir:

Herewith I hand you five signed copies of petition of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon the railroad companies, one copy for service upon Umatilla County, and two copies are for use by your office.

Yours very truly,

L. I. LINDAS
Chief Counsel

J. W. DeSOUZA
Assistant Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 5

cc: Ivan Merchant
G. S. Paxson
Tom Edwards
A. F. Parsons

RECEIVED
MAY 12 1961
STATE HIGHWAY ENGINEER

Pux 432

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the ATHENA (East) OVERCROSSING project, in the Southwest quarter of the Southeast quarter ($SW\frac{1}{4}$ $SE\frac{1}{4}$) of Section 10, Township 4 North, Range 35 East, W.M., in Umatilla County, Oregon.

P E T I T I O N

No._____

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.040.

III

That Petitioner proposes to reconstruct the Athena-Blue Mountain Station Section of the Oregon-Washington Highway, and, as a part thereof, it will be necessary to construct an overcrossing of the track of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Drawings No. 16238 and No. 8929-A, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service and convenience of the public, and that the construction of a crossing at grade would be hazardous to traffic on both the railroad and the

highway.

V

That the annual average daily traffic using the roadway over the structure will be 2,000 vehicles, subject to normal anticipated increases, and that traffic on the railroad is an average of 2 train movements per day.

VI

That the highway grade at the point of crossing will be an ascending grade of 5.26% from the south and a descending grade of 2.66% to the north, connected by a 2300' vertical curve.

VII

That Petitioner proposes that the construction and maintenance of the project be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Roads Administration under date of October 3, 1958, and amendments and supplements thereto.

(c) Maintain the overcrossing structure with its appurtenances and approaches after the completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement under federal regulations, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement under federal regulations, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement under federal regulations, remove and replace existing signal and communication lines to protect the same during construction.

(d) At their own cost and expense maintain the railroad tracks with their appurtenances and other railroad facilities after construction.

VIII

That there will be no impairment of horizontal clearances on the railroad in violation of Public Utility Commissioner's Order No. 33700, but it will be necessary to temporarily impair the vertical clearances to 22' 0". The impaired vertical clearances will be removed upon completion of the structure.

IX

That the proposed crossing is in the Southwest quarter of the Southeast quarter ($SW\frac{1}{4}$ $SE\frac{1}{4}$) of Section 10, Township 4 North, Range 35 East, W.M., in Umatilla County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, for the operation of trains during the period of impaired clearance, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 11th day of May, 1961.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

J. W. DeSOUZA
Assistant Counsel

By _____
GLEN V. SORENSEN - Staff Attorney

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

TO WESTON

TO WESTON

To PINE CREEK

R/W Line

To ATHENA

1050

N 54°55'30" E

T.4N., R.35E.W.M.

County Road

Cultivated field

1060

43°07'00"

Cultivated field

UNION PACIFIC RAILROAD

3100' S.D.

2700' S.D.

County Road

whistle post

1050

MAP

SCALE - 1" = 200'

To DOWNING

cultivated field

1830

1835

1840

1845

1850

1860

1065+16.43 P.O.T.=

2.2.338+21.8 P.O.T.=

1067+83.85 P.S.

Sign (1 mi. to Weston)

Handear siding

S 11° 48' 30" W

1250' S.D.

2000' S.D.

1600' S.D.

350' S.D.

90

500' Spiral

S = 5° 00'

Cr. 0.4

650' S.D.

2° C.L.

Ta = 21° 25' 30"

Ts = 792.58

1072+83.85 P.S.C.

1078+55.10 P.C.S.

1070

1080

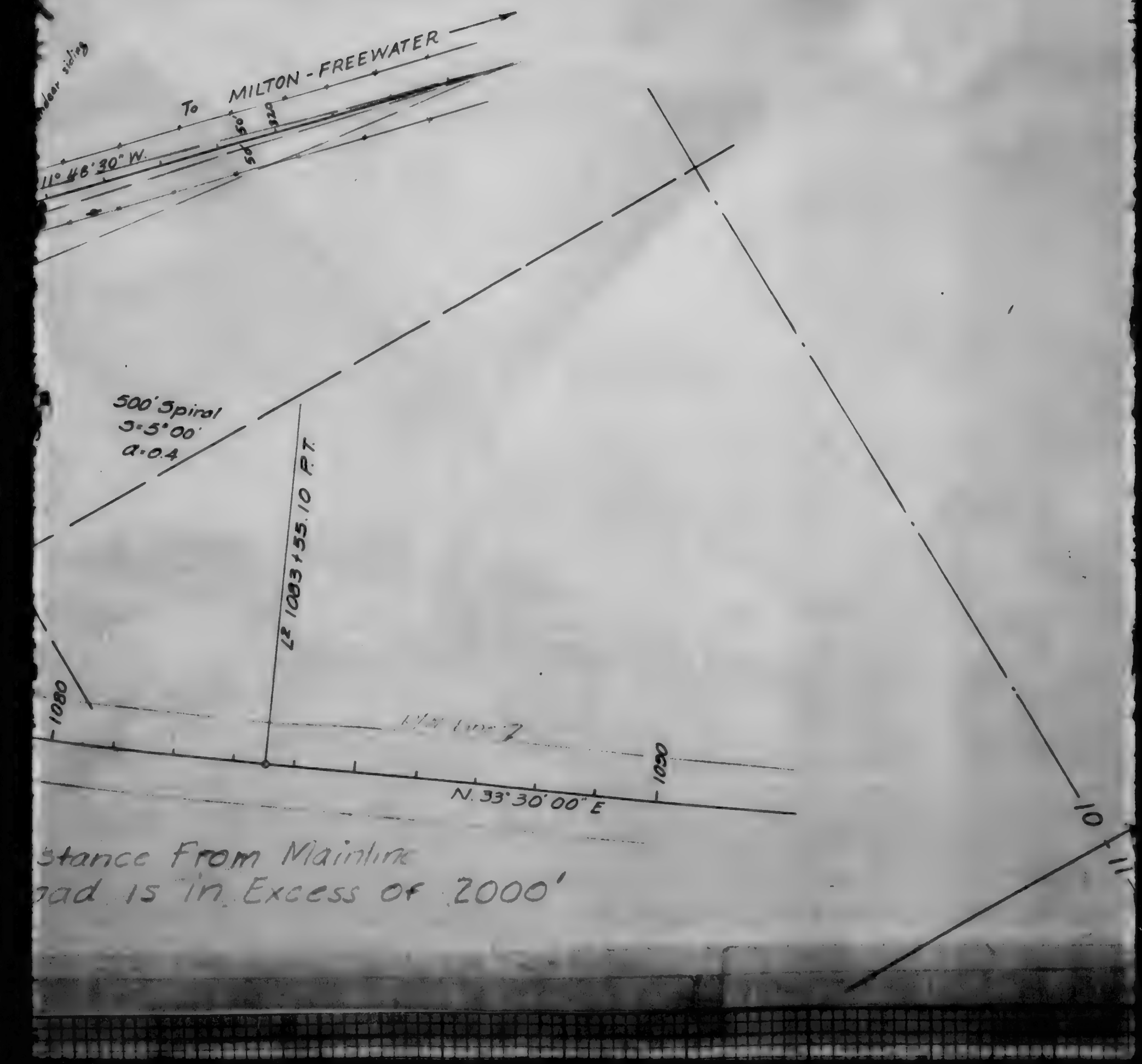
1870

Handcar siding

(No buildings inside area of map)

Note: Sight Distance
To Railroad

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		



stance From Mainline
oad is in Excess of 2000'

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

TON - FREEWATER

Lt 1083+55.10 P.T.

R/W Line 7

1000

N. 33° 30' 00" E

10

11

Maintain
cess of 2000'

To WESTON

Elev. 1840

Finish Grade

+2.9

Below Finish

Elev. 1830

Subgrade 1.38

55

R.R. 350

60

+3.26

1055

ORIGINAL SURVEY		DATE
NOTE BOOK	SURVEYED	BY
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

W.C. 64+07.20 =
R.R 335+79.5 =

B.V.C.

E.V.C.

0.00%

200' V.C.

"W.C" PROFILE
SCALE: HOR. 1"=100'
VERT. 1"=10'

R.R 345

350

60

HWY. PROFILE
SCALE: HOR 1"=100'
VERT. 1"=10'

B.V.C.

1055

1060

R.R. 340

R.R. 335

1840

℄ 1065+16.43 = R.R. 338+21.8

1066+30
Elev. 1838.16

Finish Grade

℄ Subgrade 1.96' Below Finish

2300' V.C.

2.12"

Elev. 1870

Elev. 1860

℄ 1065+16.43 = R.R. 338+21.8

Elev. 1850

Elev. 1840

Elev. 1830

1065

1070

REVI

Interchange Align
Rural Design Se

...grid is in excess of 2000

R.R.330

R.R.325

1850

PROFILE R.R. TOP OF RAIL

SCALE: HOR. 1" = 100'
VERT. 1" = 10'

Finish

E.V.C.

-2.66

1075

1080

REVISION

...e Alignment & Grades,
...ign Section Jan. 26 196[illegible]

OREGON STATE HIGHWAY DEPARTMENT

VICINITY MAP & PROFILE

FOR

PUBLIC UTILITIES COMMISSION

GRADE SEPARATION OVER UNION PACIFIC

STATION L² 1065+16.43

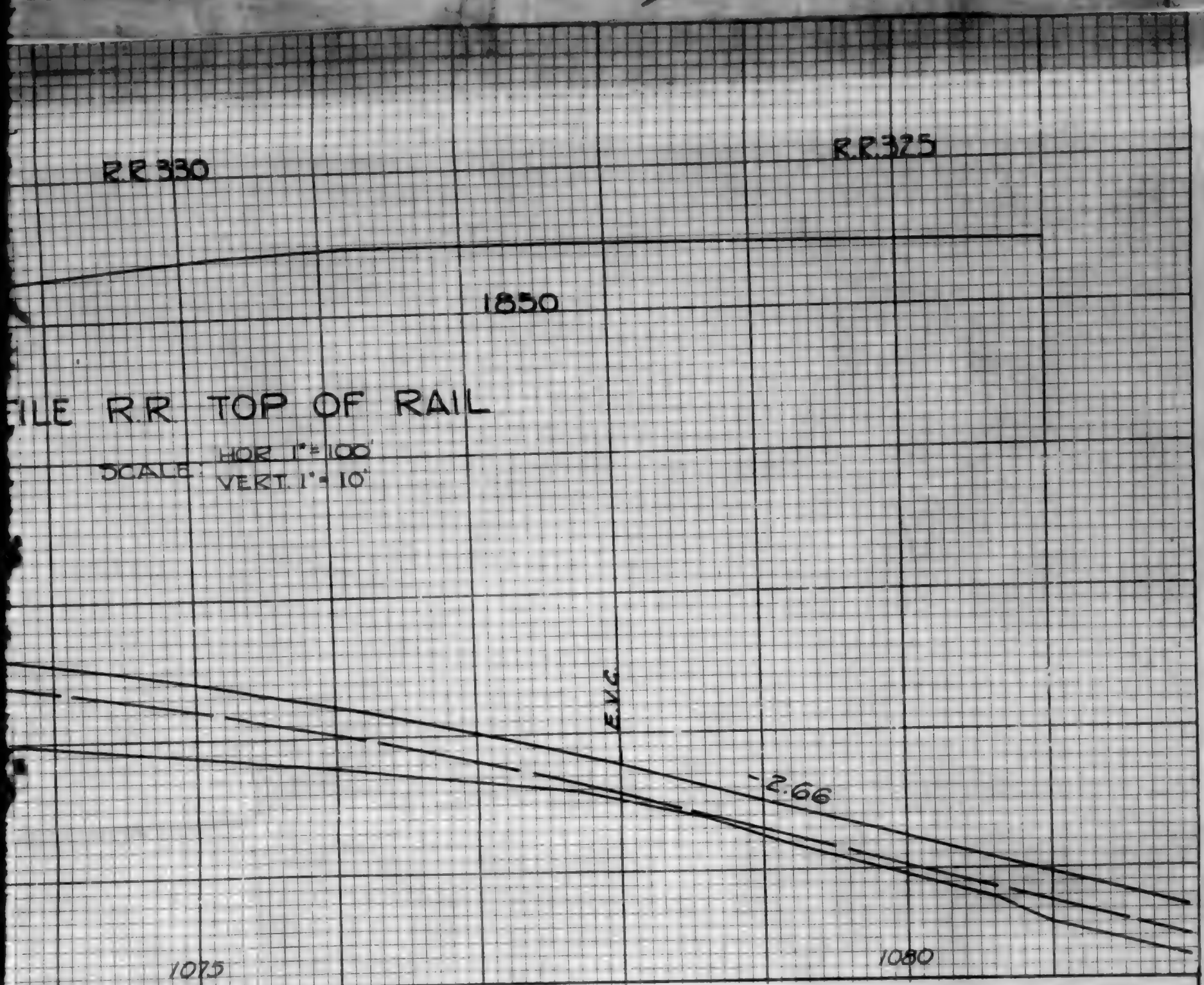
ATHENA - BLUE MOUNTAIN STATION SEC
OREGON - WASHINGTON HIGHWAY

UMATILLA COUNTY

GEORGE C. WILLS, RURAL ENGINEER

NOVEMB[illegible]

Br. # 8929



OREGON STATE HIGHWAY DEPARTMENT

VICINITY MAP & PROFILE

FOR

PUBLIC UTILITIES COMMISSION

GRADE SEPARATION OVER UNION PACIFIC RAILROAD

STATION L² 1065+16.43

ATHENA - BLUE MOUNTAIN STATION SECTION
OREGON - WASHINGTON HIGHWAY

UMATILLA COUNTY

GEORGE C. WILLS, RURAL ENGINEER

NOVEMBER, 1960

Br. # 8929

Dwg # 16,328

N

31'-0"
31'-0"

24'-0"
24'-0"

64'-0"

B+1 Lt
"L" 1064+32

B+2 Lt
"L" 1064+63

B+3
"L" 1064+87

2'-6"

63'-0" Our-Our

58'-0" Cl. Rdwy

29'-0"

2'-6"

To Athena

46°53'

43°

L' 1065+16.43 P.O.T.
RR 338+21.8 P.O.T.

A

A

Toe of Slope

12'-

18'-

B+1 Rt
"L" 1064+01

B+2 Rt
"L" 1064+32

B+3
"L" 1064+87

RR

R/W

31'-0"
31'-0"

55'-0"
55'-0"

64'-0"

50'-0"

Retaining Wall

R/W

To "A"

379'-0" Ctr to Ctr of End Bents

208'-0"

80'-0"

64'-0"

Bt 4
"L" 1065+51

Bt 5
"L" 1066+31

Bt 6
"L" 1066+95

U.P.R.R.
S 11° 48' 30" W
To Milton Freewater

43°07'

N 54° 55' 30" E

"L" 1066+62.74 P.O.T.
"WA" 63+71.81 P.O.T.

Bt 4
"L" 1065+51

Bt 5
"L" 1066+31

Bt 6
"L" 1066+95

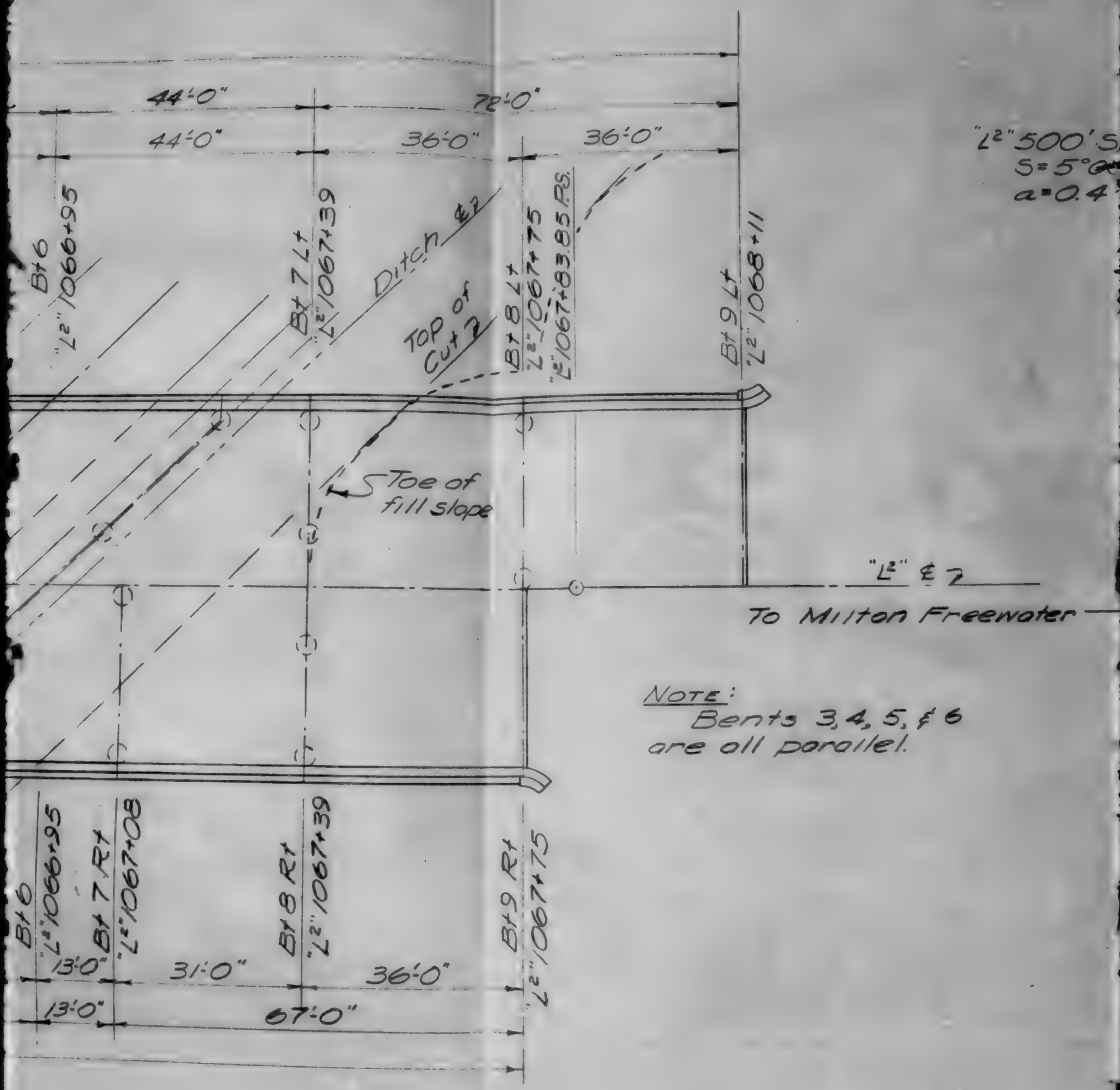
80'-0"

64'-0"

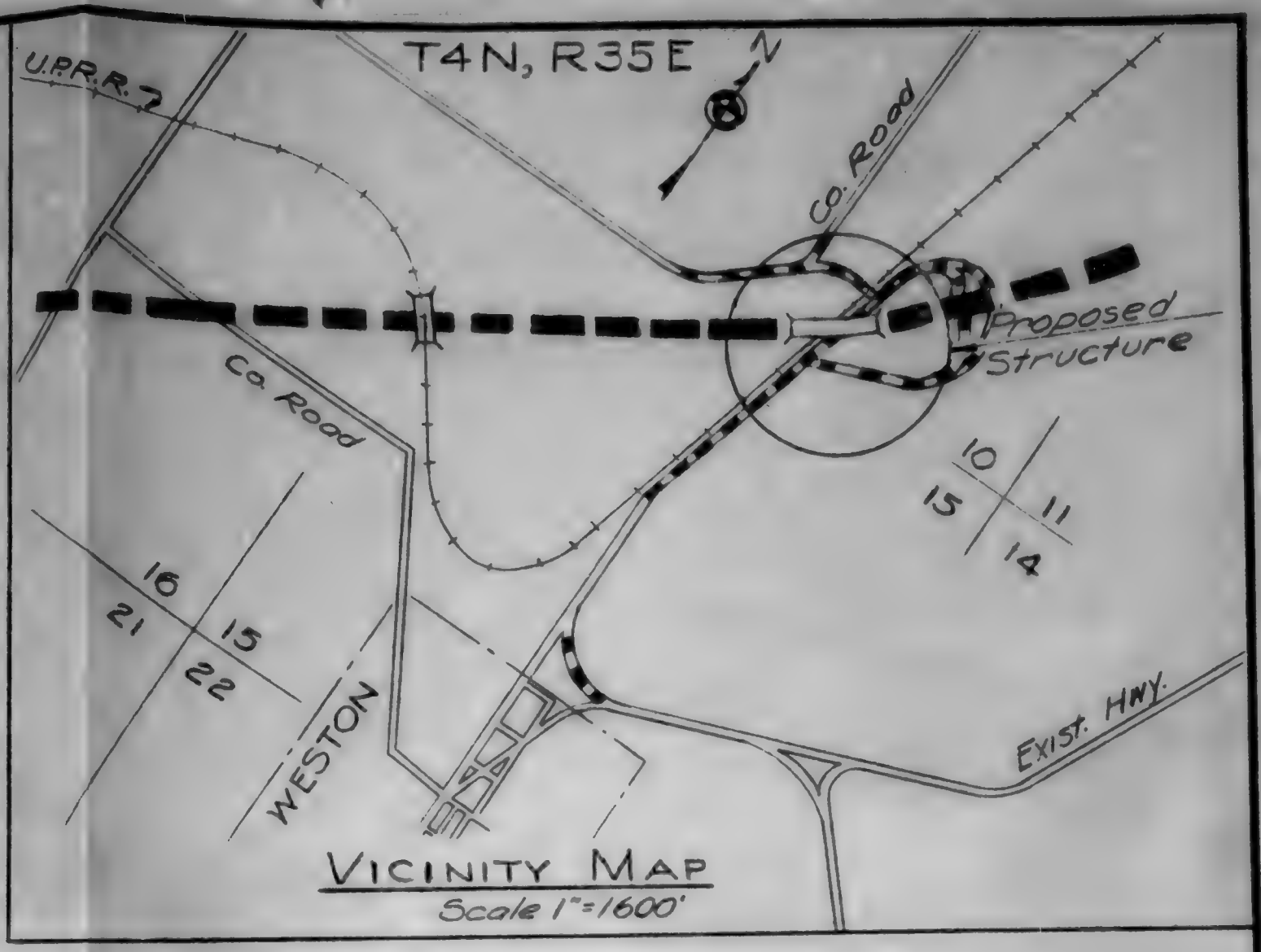
208'-0"

374'-0" Ctr to Ctr of End Bents

Scale 1"=20'-0"



NOTE:
Bents 3, 4, 5, & 6
are all parallel.

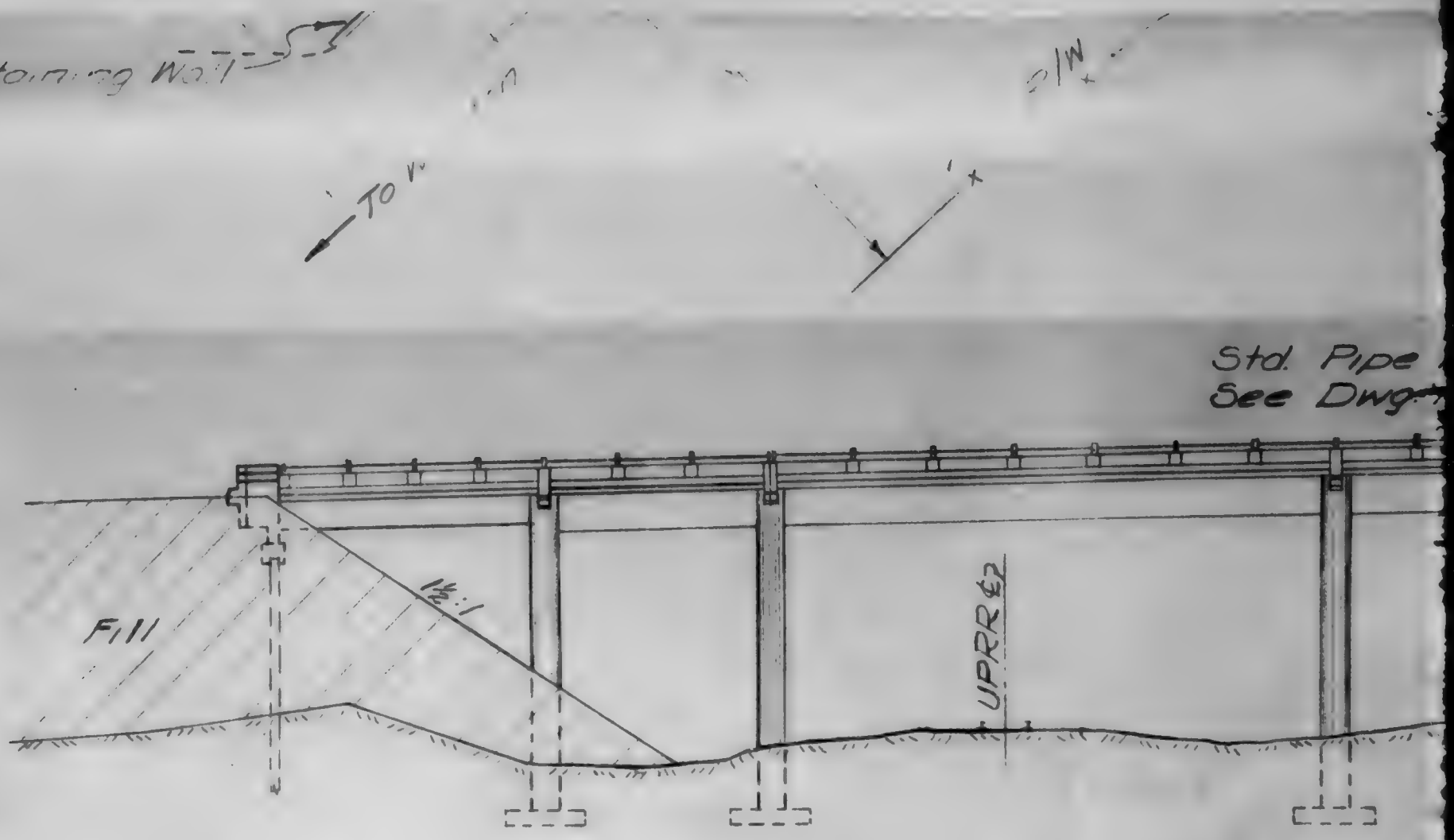


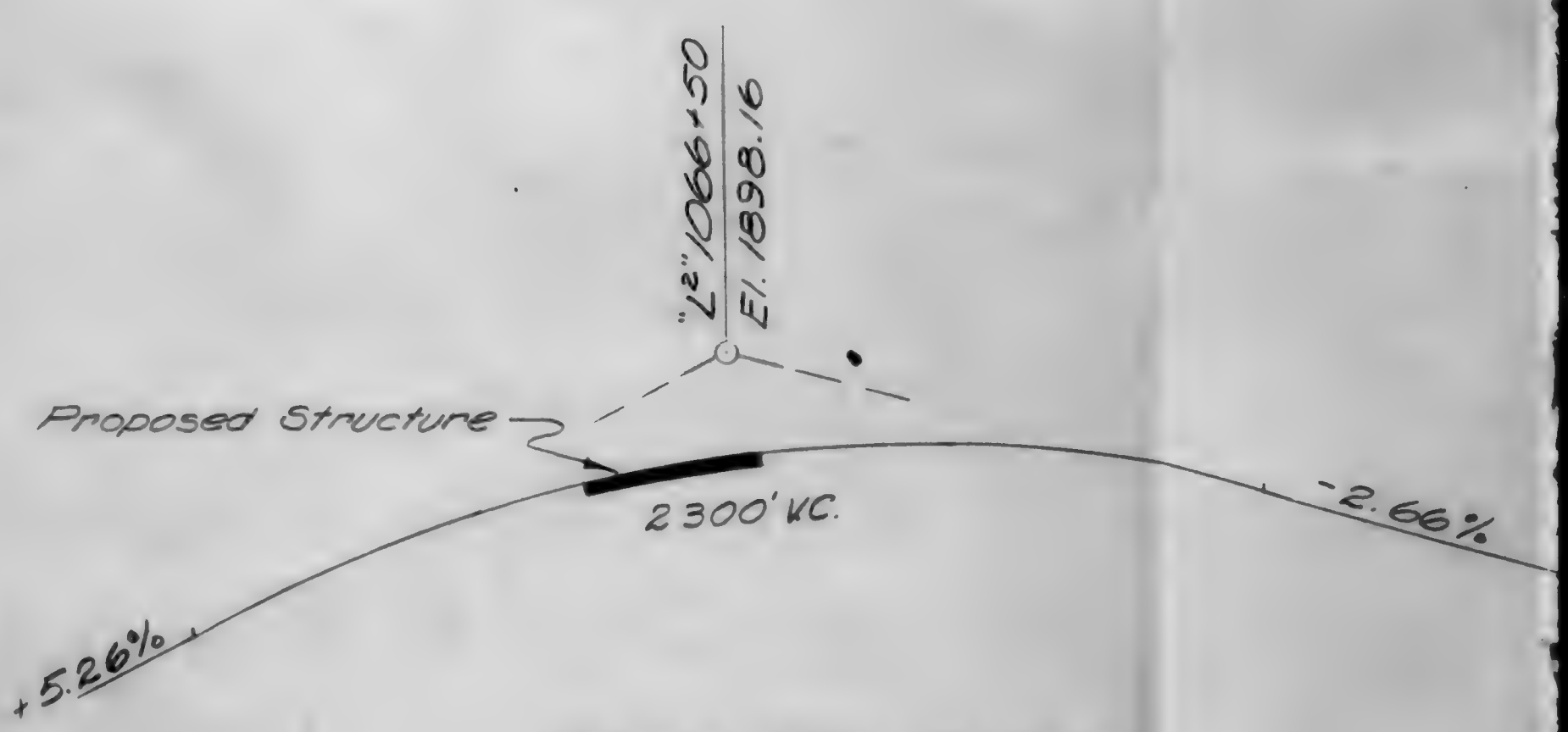
VICINITY MAP

Scale 1"=1600'

500' Sp.
= 5°00'
= 0.4

ter



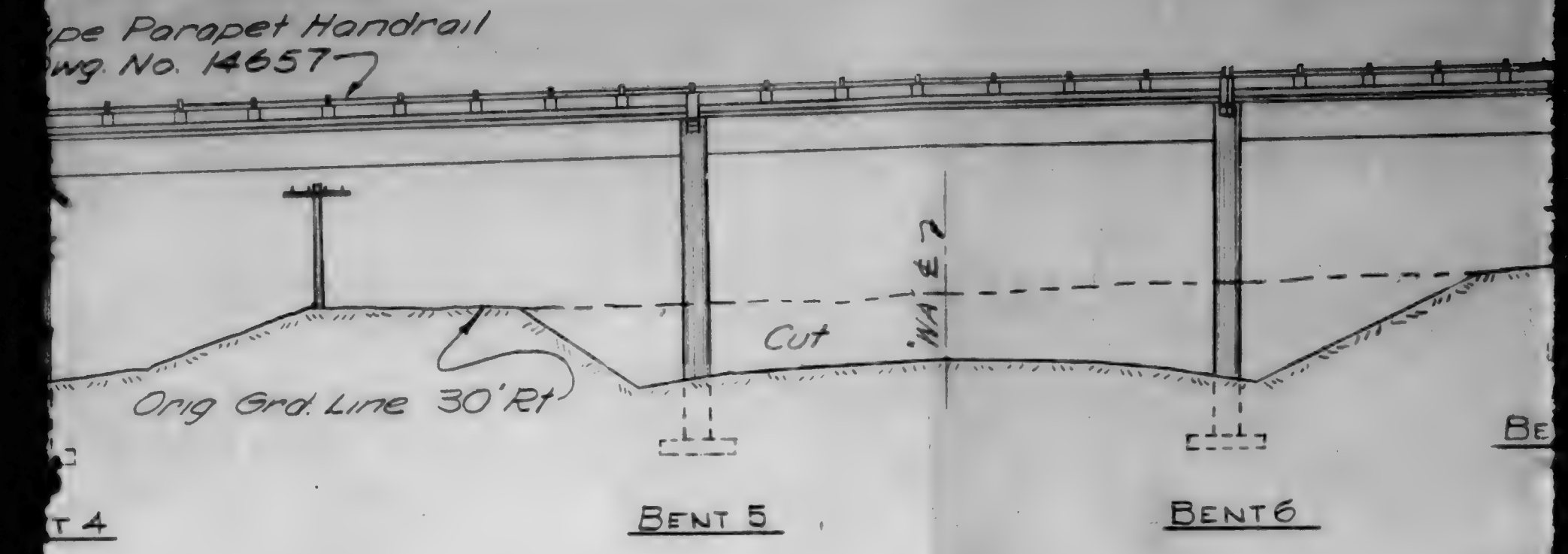


GRADE LINE DIAGRAM

No Scale

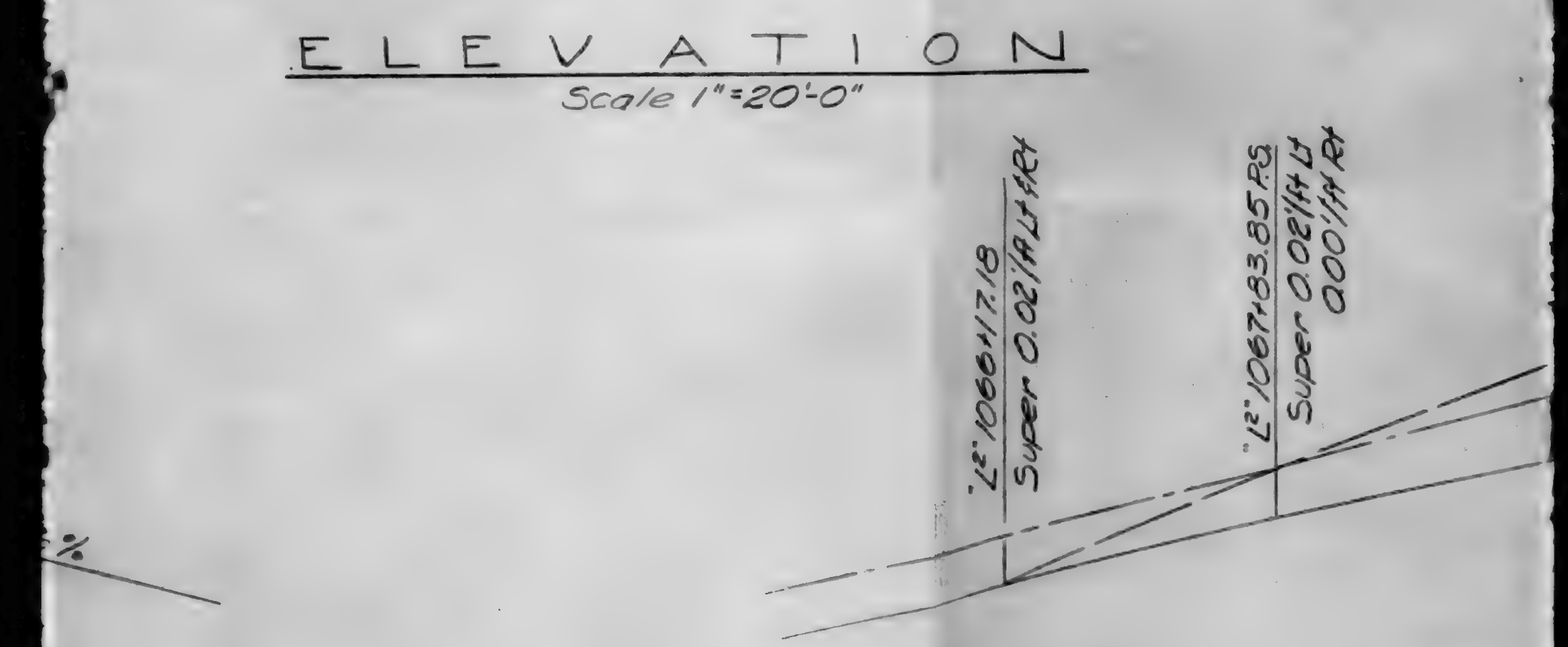
(Elev's. shown are finish grade 28' Lt.)

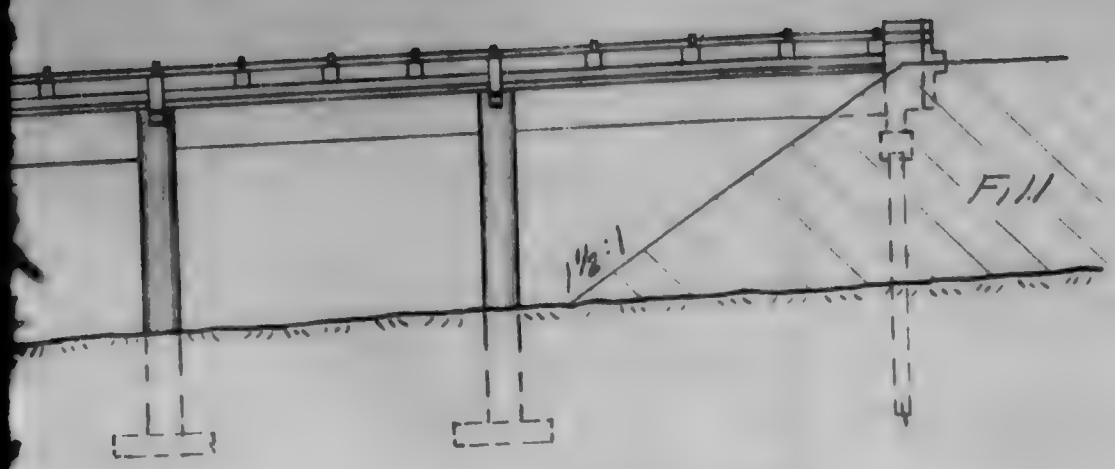
Scale 1"=20'-0"



ELEVATION

Scale 1"=20'-0"





BENT 7 Rt BENT 8 Rt BENT 9 Rt

"L" 1072+83.85 PSC

Super Elev. = 0.06'/ft

28' Rt

℄

28' Lt (Profile grade)

UPERELEVATION DIAGRAM

No Scale

APPR

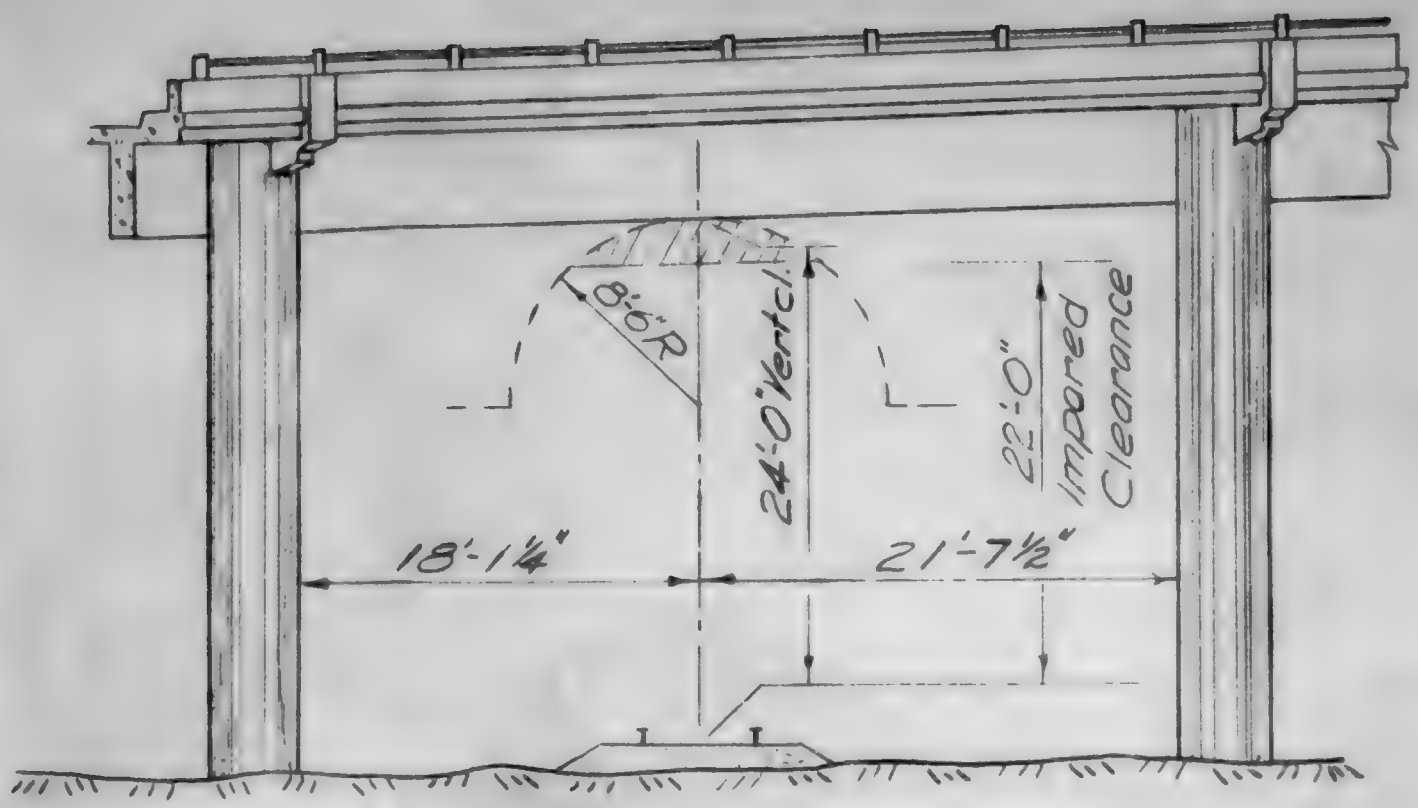
BRID

ASS

STA

DES

DRA



CLEARANCE DIAGRAM
SECTION A-A
Scale 1"=10'-0"

APPROVED:

Ivan V. Merchant
BRIDGE ENGINEER

K. H. Parsons
ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED | CHECKED
DRAWN DOC | CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

OREGON-WASHINGTON HIGHWAY
O-XING OF U.P.R.R. AT WESTON INTCH.
ATHENA-BLUE MOUNTAIN SECTION
UMATILLA COUNTY

PLAN & ELEVATION

DATE FEB. 28, '61 BRIDGE NO. 8929

ACCOMPANIED BY DWGS.

SHEET 1 OF 1

DRAWING NO. 8929-A

S-238(6) Hayden Cr.-Forest Bdry. Sec., 1962
Little Sheep Cr. Hwy., northeast
#6071 of Joseph

RECEIVED
JUN 29 1964
FOR FILING

June 26, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

A post-final payment for $1,045.46 will be made to Don Greene Const. Inc., on contract #6071 for grading-oiling-structure on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County, as soon as the warrant is prepared.

The total amount paid on this contract will be $156,460.22, including the post-final payment. Of the total, $1,649.29 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Don Greene Const. Inc.,
895 North Liberty
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

Date: 6/25/64

Floyd Query
Commission Secretary

A voucher has been prepared to pay Post Final

Contract No. 6071, Est. No. 11, Date: to 7/11/64, Amt. $ 1045.44

Contractor Don Greene Contractor, Inc.

Totals to date: Paid to contractor $ 156,460.22

Amount of force account $ 1,649.29

Amount of retained percentage $

Claims Section
Accounting Division

3/64

RECEIVED
JUN 12 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 26, 1964

Don Greene Construction, Inc.
805 Liberty Street, N.E.
Salem, Oregon

Gentlemen:

Since our meeting on May 11, 1964, we have heard nothing from you regarding your claim on the Hayden Creek-Forest Boundary, Contract No. 6071.

From the information you furnished us at that time, we have arrived at a figure of $1,045.44 as the amount of unrecovered costs of move-in and move-out of equipment used on this contract on an equipment rental basis.

If you are willing to accept this amount as full settlement of any and all claims against this contract, would you please sign the attached Price Agreement and forward to Mr. A. F. Parson, Division Engineer, P. O. Box 850, LaGrande, Oregon. Upon completion of this agreement, it will be presented to the Highway Commission for their approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

Attach.
MNJ:fp
cc Lloyd Shaw
A. F. Parson

COMMENTS
Price Agreement received. This should finish the -
Fran

30M—5-63
State Printing 43643

OREGON STATE HIGHWAY DEPARTMENT

Interdepartment Teletype Message

To Station ..... from Station ..... No. ..... Date March 3, 1964 Time .....

Mr. A. F. Parson
Division Engineer
La Grande

Re: Contract No. 6071
Hayden Creek-Forest Boundary

We need a reply to Mr. Decker's letter of February 14 requesting more information on a claim presented by Don Greene Construction Inc.

Lloyd P. Shaw
Assistant State Highway Engineer

Reply Requested ( )

Signed

805 Liberty Street, N.E.
Salem, Oregon
January 22, 1964

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Contract No. 6071 - 1962

Gentlemen:

We have performed under the terms of your contract. The contract was based upon an hourly rate which was given in response to the estimations of the Commission as to the amount of work involved. It appears that the work involved was only 53% of the Commission's estimate.

This necessarily increased our costs in the moving of the equipment and the performance of the work and some adjustment should be made under the terms of the agreement with respect to such additional costs.

This matter is up for closing the contract and inasmuch as the estimate was off more than 20%, we apply for negotiation as to the settlement of our increased costs in view of the over-estimate of the Commission.

Would you consider this our application for the negotiation and if there are special forms, kindly forward them to us.

Yours truly,

DON GREENE CONSTRUCTION, INC.

By

Bookkeeper to Div. 1 re 3-14 for more information. No reply as of 3-3.
T.T. To Parson 3-4

RECEIVED
FEB 3 1964
OREGON
STATE HIGHWAY COMMISSION

PLEASE RETURN TO
LLOYD P. SHAW

REFERRED TO
Forrest Cooper
BY SECRETARY

805 Liberty Street, N.E.
Salem, Oregon
January 22, 1964

REFERRED TO
Shaw

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Contract No. 6071 - 1962
Hayden Cr. - Forest Hwy.
Wallowa Co.

Gentlemen:

We have performed under the terms of your contract. The contract was based upon an hourly rate which was given in response to the estimations of the Commission as to the amount of work involved. It appears that the work involved was only 53% of the Commission's estimate.

This necessarily increased our costs in the moving of the equipment and the performance of the work and some adjustment should be made under the terms of the agreement with respect to such additional costs.

This matter is up for closing the contract and inasmuch as the estimate was off more than 20%, we apply for negotiation as to the settlement of our increased costs in view of the over-estimate of the Commission.

Would you consider this our application for the negotiation and if there are special forms, kindly forward them to us.

Yours truly,

DON GREENE CONSTRUCTION, INC.

By Don Greene

RECEIVED
FEB - 4 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 21 1964
FORM E-BOX—80M—12-63 84677

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1964

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

SUBJECT: Contractor Claim
Hayden Creek-Forest Boundary Section
Contract No. 6071

I am submitting herewith a recommended settlement of a claim on the subject project.

This claim is for unrecovered move-in and move-out costs on equipment and is due to a heavy underrun on estimated hours of use. This was an equipment rental contract and there was no bid item for move-in and move-out, these costs to be included in the rental prices.

The underruns and unrecovered costs are as follows:

Item	Contract Amount	Net Amount	Used	% Not Used	Moving Costs	Unrecovered Costs
1 Blade Grader	270 Hrs.	245	206	15.9	$720.00	$ 114.48
1 Power Shovel	180 Hrs.	164	93	43.3	720.00	311.76
3 Dump Trucks	700 Hrs.	637	307	51.8	720.00	372.96
1 Tractor & Dozer	90 Hrs.	82	54	34.2	720.00	246.24
					TOTAL UNRECOVERED COST	$1,045.44

The transportation rates claimed by the contractor were checked with the P.U.C. and are well below their schedules.

It is recommended that the amount of $1,045.44 be extended the contractor in settlement of all claims against this contract.

NOTED
LLOYD P. SHAW

Maurice N. Juve
Chief Cost Analyst

MNJ:bjm

cc: L. P. Shaw

RECEIVED
MAY 22 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1964

SUBJECT: Hayden Cr.-Forest Bdy. Section
Little Sheep Creek Highway
Contract No. 6071

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon

We attach copy of letter from the Don Greene Construction Company asking for adjustment of payments based on underrun of hourly rate items, along with copy of the Semi-Final Estimate.

It is assumed that items 6, 7, 8 and 9 are the items of underrun referred to by the Contractor. From Semi-Final figures $15,190.00 was set up for these items, with only $7,040.00 allowed the Contractor as final payment. This 53.65% underrun may warrant an adjustment according to Section 9, Article 1.9.5 of the Standard Specifications.

However, we need the job history before any conclusions. In particular, it is important to know to what extent the equipment called for under items 6 to 9 were used on other phases of the work.

Will you please advise.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

cc: L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
FEB 14 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 16 1964
FOR FILING

6071

January 15, 1964

Glens Falls Insurance Company
P. O. Box 3322
San Francisco 6, California

Attention: Mr. Peretti
Pacific Region Bond Department

Gentlemen:

This is to acknowledge receipt of your letter of January 6 concerning the payment status of the Don Greene Construction, Inc., Contract No. 6071, for grading, oiling, and structure on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County.

The total contract amount covering this project was $155,414.78, including $1,649.29 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH: fkn

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY
PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

January 6, 1964

State of Oregon
State Highway Department
Oregon State Highway Commission
Salem 10, Oregon

Attn: Mr. Floyd Query
Secretary

Dear Sir:

Re. Bond No. 88-09-47
DON GREENE CONSTRUCTION, INC. -to-
State of Oregon -for-
Grading, Oiling and Structure
Little Sheep Creek, Wallowa County
Hayden Cr. Forest Bdy.
Contract No. 6071

Reference is made to your reply of October 28, 1963 to our status inquiry of Octoger 25th wherein you advised comple - tion of captioned job July 11, 1963 and acceptance September 25, 1963.

We are wondering if the final contract price of said work has been determinted in the meantime. If so, may we request that you kindly indicate the amount of same - at the bottom of this letter? Upon receipt of this information, we will bring our records up to date and close our file accordingly.

Thanking you for your early attention to the foregoing, we are,

(our letter of Jan. 9, 1964)

Yours very truly.

Pacific Region Bond Department

Total contract amt. #155,714.78, including #1,649.29 for work performed under force acct

kp

Encls. self-addressed envelope for your convenience in replying.

Cec, please reply

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JAN 10 1964

January 9, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On September 26, 1963, we wrote to you concerning release of final payment on contract #6871, awarded to Don Greene Const. Inc., for grading-oiling-structure on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County.

Final payment on this contract is $13,469.16 and the total contract amount is $155,414.78, including $1,649.29 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Don Greene Const. Inc.,
805 North Liberty
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 4 1963
FOR FILING
6071

October 4, 1963

J. F. Konen Construction Co., Inc.
9th & Main
Lewiston, Idaho

Attention: Mr. Donald J. Konen

Gentlemen:

In reply to your letter of October 1, the acceptance dates on the Don Greene Construction, Inc. contracts listed are as follows:

Contract No. 6071 - September 25, 1963.
Contract No. 6103 - August 14, 1963.
Contract No. 6114 - August 26, 1963.
Contract No. 6118 - August 14, 1963.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

J. F. KONEN CONSTRUCTION CO., INC.

GENERAL CONTRACTOR
9TH & MAIN SH 3-4543
LEWISTON -:- IDAHO

October 1, 1963

State Of Oregon
State Highway Commission
Salem, Oregon

Re: Oregon Highway
Contracts Nos. 6071,
6114, 6103 & 6118

Gentlemen:

With reference to the above Contracts; we were sub-contractor on these contracts under Don Greene Construction, Inc. Would you kindly advise us the dates these contracts were accepted by the Oregon Highway Commission.

Sincerely,

J F KONEN CONSTRUCTION CO.,INC.

By Donald J Konen
Vice-President

cc: Don Greene Construction Co.,Inc.

Cec,
please reply
7.6

NOTED
FILED DELIVERY

RECEIVED
OCT - 2 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 1963
FOR FILING

September 30, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Semi-final payment on contract #6071 for grading-oiling-structure on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County, will be released to the contractor, Don Greene Const. Inc., after October 7, 1963.

This payment of $8,456.64 reduces the retained percentage to $12,870.46.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Don Greene Const. Inc.,
805 North Liberty
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 26 1963
FOR FILING

September 26, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract #6071 awarded to Don Greene Const. Inc., for grading-oiling-structure on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County, was completed July 11, 1963, and accepted by the Highway Commission on September 25, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 3, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Dourland Ins. Agency
1920 Fairgrounds Road NE
Salem, Oregon

cc: Don Greene Const. Inc.,
805 North Liberty
Salem, Oregon

cc: L. H. Young
C. H. Maleen
Attn.: John Herr

RECEIVED
SEP 26 1963
FOR FILING

September 25, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 11 on Contract No. 6071. The contract was with Don Greene Construction, Inc., and was for grading, oiling, and structure on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Highway in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 25, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
SEP 25 1963
FOR FILING

Salem, Oregon
September 24, 1963

Acceptance of Contract

Mr. L. P. Shaw
Assistant Highway Engineer
OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 4071 with Don Greene Construction, Inc., for grading, oiling and structures on the Dayton South-Forest Boundary Section of the Little Sheep Creek Highway in Yamhill County, completed July 11, 1963.

L. E. Young
Office Engineer

LEYrsw

cc: Virgil Conry
C. E. Holcom
F. D. Morgan

FORM E-1 (REV. 9-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 1926-XA		WEEK ENDING: August 17, 1963
SECTION: Hayden Cr.-Forest Boundary		SECTION PREFIX: 132-1032
HIGHWAY: Little Sheep Creek		COUNTY: Wallowa
NAME OF JOB: Hayden Creek-Forest Boundary	KIND OF WORK: Grading, Oiling & Structure	
CONTRACTOR: Don Greene Construction Inc.	CONTRACT NUMBER: 6071	FEDERAL AID PROJECT NUMBER: S-238(6)
DATE OF CONTRACT: April 13, 1962	DATE WORK STARTED: May 2, 1962	ESTIMATED COMPLETION DATE: July 11, 1963
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 85	WORK DAYS USED: 127
		PERCENT OF TIME ELAPSED: 149
PROJECT AUTHORIZATION: $196,263.11	ENGINEERING AUTHORIZATION: $13,956.49	
EXCLUSIVE OF ENGINEERING: $182,306.62	ENGINEERING COST TO DATE: $20,224.06	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $156,042.90	PERCENT OF AUTHORIZATION: 145 %	100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 14 %	DATE PROJECT WAS COMPLETED: July 11, 1963	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	Equip. Rental XXXXXXXXX
100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Equip. Rental XXXXX
MILES IN PROJECT	1.46	6.34		6.34	4.88
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.46	6.34		6.34 Agg.	4.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,000	20,700	Asph.-	460 4,410	100%
TOTAL QUANTITIES CORRECTED TO DATE	20,196.9	21,208		428 4,390	55%
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,196.9	21,208		428 4,390	55%
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

RECEIVED
STATE HIGHWAY DEPT.
CONSTRUCTION
AUG 16 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity All Week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final will be submitted to Division this week-end.

SIGNED F. V. Blickenstaff

ADDRESS P.O. Box 134, Umatilla

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUL 17 1963
FOR FILING

July 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 11, 1963, on Contract No. 6071, Hayden Creek-Forest Boundary Section in Wallowa County, in connection with Federal-aid Project No. S-238(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:es

cc: H.S. Cox

FOR FILING
RECEIVED
JUL 17 1963

RECEIVED
NOV 26 1962
FOR FILING

6071

November 23, 1962

Wilbur G. Fazier
Joseph,
Oregon

Dear Sir:

Thank you for your letter of November 21 informing us that you have received your wages which were due from T & M Construction Company on the Little Sheep Creek job.

You stated in your letter of November 16 that T & M Construction Company was a sub-contractor to the Don Greene Construction, Inc. This appears to be in reference to the Don Greene Construction, Inc. contract no. 6071 grading-oiling-structure on the Hayden Creek-Forest Boundary Section, Little Sheep Creek Secondary Highway in Wallowa County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

Eugene, Oregon
Nov. 21, 1962

#6071

State Hi Way Comm.

Sir:-

Regarding the wages due me from the U. & M. Construction on the Little Sheep Creek Job. I received a check this a. m. covering the same.

Thank you,

Wilbur G. Stagner

Cec,

Have all wage pieces info on this?

-Ed

RECEIVED
NOV 23 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Joseph, Oregon
Nov. 16. 1962

Oregon State Hiway Comm.

#6071

Dear Sirs -

From August 1 to Sept. 10, 1962, Kenneth Anderson, of Enterprise Oregon and myself worked for the F. & M. Construction Co. on a bridge on Little Sheep Creek.

I understand that the F. M. Construction Co. sub-letted this bridge from Don Greene Const. Inc. They left about Sept 15, still owing Ken Anderson $59.68 and $76.50 to me, with the understanding, that this amount would be sent us, in the near future. We have not heard from them and they will not answer any letters.

Thanking you for any help, you can give us, in this matter.

Yours truly,

Wilbur G. Frazier

Joseph, Oregon

RECEIVED
NOV 21 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
1962
FOR FILING

November 5, 1962

Mercer Steel Company, Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

This is to acknowledge receipt of your letter of October 30 informing us that the T and M Construction Company, (Subcontractor), owes you for material in connection with Contract Nos. 6071 and 6114.

The information which you requested concerning these contracts is as follows:

Contract No. 6071
Don Greene Construction, Inc., (Prime Contractor)
For grading, oiling and structure on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County
Surety: Glens Falls Insurance Company
Agent: Bourland Insurance Agency, 1980 Fairgrounds Road, N. E., Salem, Oregon
Approximately 73% complete as of October 26, 1962
Estimated Completion Date: July 1, 1963

Contract No. 6114
Don Greene Construction, Inc., (Prime Contractor)
For grading and oiling on the Bear Creek and Wallowa-Whiskey Creek Section of FAS 468 and 487 in Wallowa County
Surety: Glens Falls Insurance Company
Agent: Bourland Insurance Agency, 1980 Fairgrounds Road, N. E., Salem, Oregon
Approximately 75% complete as of October 26, 1962
Estimated Completion Date: July 1, 1963

Our Construction Division informs us that the oiling work on these contracts will be done in 1963.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
PORTLAND 10, OREGON

October 30, 1962

Oregon State Highway Departmetn
Salem, Oregon

Attn: Floyd Query

Subject: T and M Construction Company
Job: Oregon State Contract #6071
Little Sheep Creek Bridge
Location: Approximately 15 miles
North of Joseph, Oregon
Job: Oregon State Contract #6114
Bear Creek and Whiskey Creek Culverts
Wallowa, Oregon

Gentlemen:

We are the suppliers of material to the subject contractor with reference to the above jobs. We would appreciate your providing us with the completion and payment schedule with reference to the subject jobs, and also the surety company and their address.

A prompt reply from you would be most appreciated. We are enclosing a self addressed mailing envelope for your convenience.

Sincerely,

Richard D. Hall

Richard D. Hall

RDH/jo
enclosure

NOTED
C. W. HEAD

RECEIVED
OCT 31 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1962
FOR FILING

6071

September 28, 1962

Mercer Steel Company, Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

This is to acknowledge receipt of your letter of September 27 concerning the status of the Don Greene Construction Company, Contract Nos. 6071 and 6114, in Wallowa County.

The information which you requested is as follows:

Contract No. 6071: Approximately 47% complete as of September 21. Anticipated completion date July 1, 1963.

Contract No. 6114: Approximately 58% complete as of September 21. Anticipated completion date July 1, 1963.

The Glens Falls Insurance Company through Bourland Insurance Agency, 1980 Fairgrounds Road, N. E., Salem, furnished the performance bond on each of these contracts.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N.W. 26th AVE.
PORTLAND 10, OREGON

September 27, 1962

State of Oregon
State Highway Department
Salem, Oregon

Attn: Mr. Floyd Query, Secretary

Subject: Completion and Payment Schedule Reference State
Contract #6071 and #6114
General Contractors - T. & M. Construction Company
Salem, Oregon

Gentlemen:

This company has furnished material to the subject firm for use in construction of State Contract #6071 and State Contract #6114. We would appreciate your letting us know if this job has been completed and accepted, and if so, the date of acceptance. If the job has not yet been accepted will you kindly let us know the approximate estimate completion date. We would also appreciate knowing the surety company with reference to both jobs.

A business reply envelope is enclosed for your convenience.

Thank you.

Sincerely,

Richard D. Hall

RICHARD D. HALL

RDH/jo

Ltr, please reply

6071
47% complete, 9/21/62
anticipated compl. date 7-1-63
(Est. final)

6114
58% complete, 9/21/62
E.C. date 7-1-63.

RECEIVED
SEP 28 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAY 24 1962
FOR FILING
6071

May 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 273, covering the hauling of State-owned pipe for detour road on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Highway in Wallowa County, Contract No. 6071, in connection with Federal-Aid Project No. S-239(6).

The contract requires a temporary detour around the structure, to install and salvage the pipe for Little Sheep Creek Channel. No provision is made for furnishing the pipe by the contractor.

The State has available at LaGrande sufficient 78" pipe for this purpose. This order provides haul, by the State, to the bridge site, which has been done, and return to LaGrande shops after salvage by contractor. State hauling equipment was, and will be, more readily available than that of the contractor. The order has been verbally approved by the B.P.R. District Engineer.

The total estimated amount of the order is $305.00 with Federal participation of $283.00.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3, the approval to include the haul to and from the bridge site.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

Enc.

DBP:cr

RECEIVED
MAY 23 1962
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

60 11

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 22, 1962

Don Greene Const. Inc.,
805 North Liberty
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6071, awarded April 13, 1962, for grading-oiling-structure on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 22 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

C 0-11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 22, 1962

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6071, awarded April 13, 1962, to Don Greene Const. Inc., for grading-oiling-structure on Hayden Creek-Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road NE
Salem, Oregon

RECEIVED
JAY 22 1962
FOR FILING

6771

Form Approved; Budget Bureau No. 41-R2089

INSTR. OR TRANSACTION NO.

PROJECT REPORT NO.
5

FO. R-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE
Oregon

COUNTY
Wallowa

PROJECT NO.
S-238(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 15 mi. E. of Joseph, East

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	7-21-61	- - -
RIGHTS-OF-WAY		
CONSTRUCTION	7-21-61	6.3
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 197,801.00	$ 124,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Fouts

1st State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer May 17, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

May 14, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Hayden Creek-Forest Boundary Section, Project No. S-238(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:jb

May 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hayden Creek-Forest Boundary Section, Project No. S-238(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-238(6)

HAYDEN CREEK—FOREST BOUNDARY SECTION OF THE

LITTLE SHEEP CREEK HIGHWAY IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 2, 1962

Type Code P.E.

Preliminary Engineering	All Required		$ 7,000.00

Type Code 5231
Roadway (Sta. 770+40 thru strs. 847+89.89 = 446+93.00 and 702+33.7 = 457+66.0 to Sta. 455+50) (Contract 6071)

Clearing and Grubbing	All Required		$ 6,500.00
Drainage Excavation, Unclassified	220 cu. yds.	$ 3.00	660.00
General Excavation, Unclassified	23,000 cu. yds.	0.90	20,700.00
Short Overhaul	48,800 yd. sta.	0.03	1,464.00
Long Overhaul	950 C-yd. sta.	0.50	475.00
Blade Grader	270 hours	14.00	3,780.00
Power Shovel	180 hours	16.00	2,880.00
Dump Trucks	700 hours	10.00	7,000.00
Tractor and Dozer	90 hours	17.00	1,530.00
Finishing Roadbed and Slopes	1.46 miles	800.00	1,168.00
Rounding Cutbanks	2,600 lin. ft.	0.20	520.00
12-inch Corrugated Metal Pipe, Uncoated	220 lin. ft.	3.50	770.00
15-inch Corrugated Metal Pipe, Uncoated	10 lin. ft.	4.50	45.00
18-inch Corrugated Metal Pipe, Uncoated	460 lin. ft.	5.00	2,300.00
24-inch Corrugated Metal Pipe, Uncoated	10 lin. ft.	8.50	85.00
30-inch Corrugated Metal Pipe, Uncoated	4 lin. ft.	10.50	42.00
18-inch Concrete Pipe	84 lin. ft.	9.00	756.00
30-inch Concrete Pipe	4 lin. ft.	20.00	80.00
Class "A" Concrete in Box Culvert	60 cu. yds.	75.00	4,500.00
Metal Reinforcement in Box Culvert	8,400 lbs.	0.20	1,680.00
Metal Guard Rail	110 lin. ft.	4.00	440.00
Guide Post, Type M-1	250 only	8.00	2,000.00
Type 1 Fence	130 rods	5.00	650.00
Salvage and Reinstall Type 1 Fence	14 rods	5.00	70.00
Coarse Crushed Material in Base	10,500 tons	2.05	21,525.00
3/4" - 0 Material in Base	10,200 tons	2.37	24,174.00
Sprinkling	620 M-gals.	2.00	1,240.00
Preparation of Base	6.34 miles	300.00	1,902.00
3/4" - 0 Material in Binder Course	580 cu. yds.	3.16	1,832.80
Furnishing and Placing Aggregates	3,830 cu. yds.	3.66	14,017.80
ME-250 Asphalt	90 tons	56.25	5,062.50

120-150 Asphalt	290 tons	$ 54.60	$ 15,834.00
MS-1 Asphalt	80 tons	51.35	4,108.00
Extra for Oiling Approaches	14 only	25.00	350.00
			$190,141.10
Flagging (57½% of Contractor's Cost)	All Required		$ 1,500.00
Signing (Temporary)	All Required		350.00
			$ 1,850.10
	Subtotal		$151,991.10
	10% Engr. & Cont.		15,198.90
	Total		$167,190.00

Lyon Coin #021
Little Sheep Cr. Bridge (Br. #1926-A) (Sta. 796+15 to Sta. 796+87) (Contract 6071)

Shoring, Cribbing, etc.	All Required		$ 1,150.00
Structural Excavation	225 cu. yds.	$ 4.00	900.00
Structural Excavation Below Elevation Shown	20 cu. yds.	8.00	160.00
Class "A" Concrete (154 cu.yds.)	All Required		13,690.00
Metal Reinforcement (37,000 lbs.)	All Required		5,500.00
8-inch Metal Drain Pipe	35 lin. ft.	3.00	105.00
	Subtotal		$ 21,465.00
	10% Engr. & Cont.		2,146.00
	Total		$ 23,611.00

Length of Roadway	6.328 Miles
Length of 1 Structure	0.014 Mile
Length of 1 Structure	0.004 Mile (Exception)
Total Length	6.346 Miles
Cost of Roadway Per Mile	$26,420.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,000.00	$ 4,200.00	$ 2,800.00
Roadway	167,190.00	105,000.00	62,190.00
Structures	23,611.00	14,800.00	8,811.00
	$197,801.00	$124,000.00	$ 73,801.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

RECEIVED
APR 24 1962
FOR FILING

COMMISSIONERS
PORTLAND
KENNETH N. PRIDLEY, WOODBURN
WASCO
GLENN L. JACKSON, SALMON
HARBOR
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PHIPPEN
DEPUTY STATE HWY. ENGR.
LEONARD J. LARSEN
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 23, 1962

Don Greene Const. Inc.,
805 North Liberty
Salem
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6071, awarded April 13, 1962, for grading-oiling-structure on the Hayden Creek-Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 3, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

cc: L. H. Young
A. F. Parson
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

S-238(6)

6071

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 13, 1962

Don Greene Construction, Inc.
805 Liberty Street, N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 awarded to you State Highway Contract No. 6071 for the following project:

Grading, oiling and structure of Hayden Creek-Forest Boundary Section of the Little Sheep Creek Highway in Wallowa County.

This award was based on your bid of $171,606.10 which was the low bid submitted to the Commission on April 11, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 5 1962
FOR FILING

March 2, 1962

Seberg Construction Company
[illegible] No. "[illegible]th" Street
Seattle 3, Washington

Gentlemen:

The [illegible] Highway Commission on February 20, 1962 received bids for grading, oiling and structure on the Nayuen Creek-Forest Boundary portion of the Little Sheep Creek Highway in Kalispel County, and at its meeting on March 2, 1962 considered your bid, along with the others received for this project. The Commission rejected all bids as being too high.

Very truly yours,

[illegible]retary
[illegible] STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
R. G. Savage (SIC)
I. D. Merchant

RECEIVED
APR 19 1961
FOR FILING

LOCATION PROSPECTUS
HAYDEN CREEK-FOREST BOUNDARY SECTION
LITTLE SHEEP CREEK HIGHWAY
WALLOWA COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Little Sheep Creek Highway, which is a State Secondary facility on the Federal Aid Secondary System. The westerly terminus is at Station 770+40 (approximate M.P. 14.6), which point is at the easterly end of Project S-238(5). The easterly terminus is at the westerly forest boundary, M.P. 20.91. The overall length of the project is 6.31 miles.

This will be a location survey to prepare plans, specifications, and estimates for widening, surfacing, and oiling on existing alignment. There are no towns affected by this project.

Reconnaissance is not necessary. Routine soils investigations will be conducted. Special drainage studies will be made where required. An economic analysis is not needed at this time.

The existing 1959 ADT is 90 and the projected 1979 ADT is 150. Traffic and alignment warrant a Class "E" highway with maximum grade and curvature of 6 per cent and 18 degrees respectively. The typical section will consist of two 10-foot travel lanes with 2-foot shoulders. Deviations from State standards are anticipated in both lane and shoulder widths.

The existing rise and fall and central angle are 655 per cent and 1,489 degrees respectively, which values will hold for the proposed alignment.

This will be a two-lane highway with no control of access. There are no interchanges or railroad crossings. There are two bridges over Little Sheep Creek and one bridge over Lightning Creek on the existing facility whose construction status will be determined during the survey.

The tentative base design by G. L. Decker is:

Wearing Surface	1¼"
Top Course, Base	2 "
Bottom Course, Base	9 "
Total	12¼"

(Base design is subject to revision upon completion of soils investigation.)

Materials are available from State-controlled or local commercial sources.

Agreements with Wallowa County will not be necessary.

There are no State parks or roadside rest areas affected by this project.

April 12, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright (2)

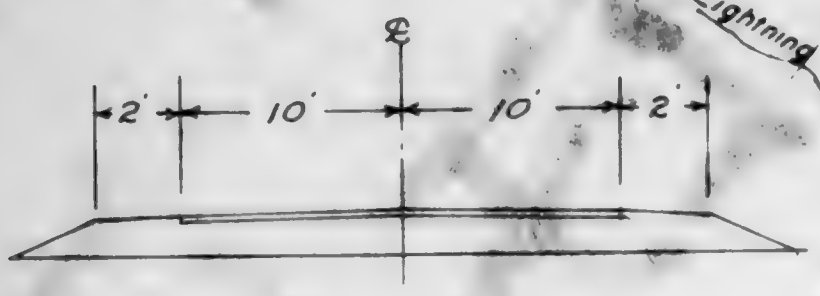
PROSPECTUS MAP

HAYDEN CR. - FOREST BNDRY.

LITTLE SHEEP CREEK HWY.

WALLOWA COUNTY

Scale 1" = 1 mi. 1961



Lightning Canyon

R.46E
R.47E.

T.1S.
T.2S.

Brushy Creek

Hayden Creek

END PROJECT

Little Sheep

Devils Gulch

BEGIN PROJECT

Clear Lake Ridge

NATIONAL

Gulch

Threadgill

Bear

N

33-8312 Antelope-John Day River Rock Prod. Proj., Shaniko-Fossil Hwy. 1962

#6072

RECEIVED
OCT 8 1962
FOR FILING

6072

October 8, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment in the amount of $120.00 will be made to Gary Baker, Contractor, on contract #6072 for the Antelope-John Day River Rock Production Project on the Shaniko-Fossil Secondary Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $27,492.34. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Gary Baker, Contractor
2030 East Main
Hillsboro
Oregon

RECEIVED
OCT 12 1962
FOR FILING

6073

September 28, 1962

Gary Baker, Contractor
2038 East Main
Hillsboro
Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 28, 1962, discussed with the Engineer your request for an extension of time on contract #6073. You requested 3 additional workdays within which to complete the Antelope-John Day River Rock Production Project on the Shaniko-Fossil Secondary Highway in Wasco County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 4 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Dean Swift
E. L. Scrivner
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
SEP 4 1962
FOR FILING

September 4, 1962

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On August 22, 1962 you were notified of the release of final payment on Contract No. 6072, awarded to Gary Baker, Contractor, for rock production on Antelope-John Day River Section of Shaniko-Fossil Highway in Wasco County.

Final payment on this contract is $813.09 and the total contract amount is $27,372.34. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Gary Baker, Contractor
2030 East Main
Hillsboro, Oregon

RECEIVED
AUG 29 1962
FOR FILING
6072

August 28, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 2
September 20 Meeting

Gentlemen:

Gary Baker of Hillsboro, contractor on the Antelope-John Day River Section Rock Production Project, has requested an increase of three days in which to complete the work on this project. The project was allowed 49 workdays, and a total of 54 workdays were charged.

The basis on which the contractor requests the additional time is that we requested the furnishing of an additional 1,000 cubic yards of crushed material. At the rate of production accomplished on the project, this required three additional days. Also, the contractor was shutdown on June 22 by a labor dispute. This day was erroneously charged as a workday. It is recommended that the contractor be granted four additional days without the assessment of liquidated damages.

The matter will be on the agenda for your consideration at the September 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Quary
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. B. Morgan

RLP:ajw hlb

RECEIVED
OCT 12 1962
FOR FILING

6072

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6072 Contractor Gary Baker

Highway Shaniko-Fossil

Section Antelope-John Day River

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

The contractor produced 1,000 cubic yards additional material on price agreement.
Contractor was shut down by labor dispute one day (June 22), and workday was erroneously charged for this day. Total of 4 additional workdays recommended.

Sept 30, 1962 for 4 days
Floyd Young
Secretary

Recommended for Approval:

D. H. Wheeler
Division Engineer

J. K. Baker
Construction Engineer or Bridge Engineer

D. P. D.
ASSISTANT State Highway Engineer

Contract No.	6072
Project designation	State State-Federal
Date awarded	4-13-62
Work started	6-7-62
Per cent completed	100% Date
No. of Workdays Allowed	40 Days
No. of Workdays Used	54 Days
No. of Added Workdays Requested	3

B-320 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 10, 1962, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 40 days to 43 days, within which to complete our Contract No. 6072, without the assessment of liquidated damages. The said contract is described as follows:

Wasco County, Shaniko-Fossil Highway, Antelope-JOhn Day River Rock Production

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

An additional 3 days needed to crush additional rock on the above named project. There was 1000 yards over the original contract crushed.

(Please delete "three additional days time to be allowed for additional quantities" on Price Agreement #1.)

Respectfully submitted,

GARY BAKER, CONTRACTOR
Contractor

By Gary A Baker

CONSENT OF SURETY

Date August 13, 1962

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. P. Barnes Attorney-in-fact

(SEAL)

J. P. Barnes Resident Ag

FORM E-30 50M 8-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1962

SUBJECT: Request for Extension of Time
Antelope-John Day River Project
Shaniko-Fossil Highway
Contract No. 6072

To: Mr. R. L. Porter
Ass't State Highway Engineer
OFFICE

Attached is a Contractor's Request for Increase in Number of Workdays to Complete Construction Contract, submitted by Gary Baker, Hillsboro, contractor on this project. The contractor has requested an additional three days due to the addition of 1,000 cubic yards of material under Price Agreement No. 1.

At the rate of production accomplished by the contractor on this project, the request is reasonable and the grant of this additional time is recommended.

In a review of the job records, it was noted that the contractor was shut down on June 22 by a labor dispute. The Union insisted that the contractor had too few men on the project and shut the job down until the contractor hired additional personnel. A work day was charged for this day, which we feel was an erroneous charge. It is recommended that one additional day be granted to compensate for this day.

We, therefore, recommend that a total of 4 additional workdays be granted to this contractor. This is a State project, so BPR concurrence is not needed. A rough draft to the Commission is attached.

The project was completed with 14 excess days charged; this will reduce the excess to 10 workdays.

F. D. Morgan
Construction Engineer

by

F. B. Klaboe
Ass't Construction Engineer

RECEIVED
AUG 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:db
Attach.
mm

RECEIVED
AUG 21 1962
FOR FILING

6076.

August 24, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on contract #6072 for the Antelope-John Day River Rock Production Project on the Shaniko-Fossil Secondary Highway in Wasco County, will be released to the contractor, Gary Baker, Contractor, on or after August 31, 1962.

This payment will be in the amount of $3,876.38 and reduces the retained percentage to $821.42.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Gary Baker, Contractor
2030 East Main
Hillsboro
Oregon

RECEIVED
AUG 22 1962
FOR FILING
6072

August 21, 1962

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6972 awarded to Gary Baker, Contractor, for rock production on the Antelope-John Day River Section of the Shaniko-Fossil Secondary Highway in Wasco County, was completed August 10, 1962, and was accepted by the Highway Commission on August 20, 1962.

Final payment in the approximate amount of $1,117.00 will be released to the contractor as soon as payment processing can be completed, but in no event before August 29, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Gary Baker, Contractor
Forrest Cooper
R. L. Porter
L. H. Young
F. D. Morgan
C. H. Malsom

RECEIVED
AUG 22 1962
FOR FILING
Baker
6072

August 21, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 10 on Contract ~~6027~~ 6072. The contract was with Mr. Gary Baker and was rock production on the Antelope-John Day River Section in Wasco County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective August 20, 1962, and that you concur in this action at the Highway Commission meeting on September 20.

It is assumed that if you have no objections to this action, and that you do not advise me to the contrary, I may consider that the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young

RLP:ajw hlb

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 17, 19 62

Section Antelope - John Day River
Highway Shaniko-Fossil County Wasco
Contractor Gary Baker
Date of contract April 13, 19 62
Date work started June 7, 19 62
Project authorization . . . . . $ 28,563.75
Exclusive of engineering . . . . $ 26,532.55

Kind of work Rock Production
Section prefix 33-8312
Contract number 6072
Specified work days 40
Work days used 54
Per cent of time elapsed 135 %

Estimated cost of completed project, exclusive of engineering (inclg. Extra rock PA#1) . . $ 27,800.67
Estimated per cent overrun or underrun . . . . . over . . . . . 6.35 %
Per cent of contract completed, based on estimated cost . . . . . 100.0 %
Engineering authorization . . . . $ 2,031.20
Engineering cost to date $ 2,398.00, 118.1 %

Date project was completed July 31, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Contractor finished moving out the rest of his equipment last Friday after check of the site had been made.

Semi-final Estimate was submitted to the division engineer on Wednesday of this week.

* * * Final Report * * *

CONSTRUCTION DIVISION
RECEIVED
AUG 20 1962
NOTED CE ACE ACE COE

NOTED

Signed Grant F. Lawson

Address P. O. Box 302, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			14.9		
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000 CY		
Total quantities corrected to date			11,156 CY		
Estimated quantities moved or placed to date			11,156 CY		
Average daily quantities			Completed		
Average daily quantities necessary to complete project on time			*		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair - Warm		
Tuesday	Fair - Warm		
Wednesday	Fair - Warm		
Thursday	Fair - Warm		
Friday	Fair - Warm		
Saturday			

RECEIVED
AUG 17 1962
FOR FILING

6072

August 17, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Release of $8,935.37 on contract #6072 on or after August 24, 1962, will be made to Gary Baker, Contractor, for the Antelope-John Day River Rock Production Project on the Shaniko-Fossil Secondary Highway in Wasco County.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, of the sum of $701.53.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Gary Baker, Contractor
2030 East Main
Hillsboro
Oregon

RECEIVED
MAY 4 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6072

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 4, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6072, awarded April 13, 1962, to Gary Baker, Contractor, for the Antelope-John Day River Rock Production Project on the Shaniko-Fossil Secondary Highway in Wasco County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 7 1962
FOR FILING

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6072

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 4, 1962

Gary Baker, Contractor
2030 East Main
Hillsboro
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6072, awarded April 13, 1962, for the Antelope-John Day River Rock Production Project on the Shaniko-Fossil Secondary Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 20 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD

FLOYD QUERY, SECRETARY, SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 20, 1962

Mr. Gary Baker, Contractor,
2030 East Main
Hillsboro
Oregon

Dear Sir:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6072, awarded April 13, 1962, for the Antelope-John Day River Rock Production Project on the Shaniko-Fossil Secondary Highway in Wasco County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 2, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

PS: Just a reminder to have your signature read the same as your name is given on the Contract and Bond pages. Thank you
dc

cc: L. H. Young
Dean Swift
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

FORM E-133

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

32-X312

6072

FORREST COOPER
STATE HIGHWAY ENGINEER

S. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 13, 1962

Gary Baker
Contractor
2030 E. Main Street
Hillsboro, Oregon

Dear Sir:

The State Highway Commission on ~~April 13, 1962~~ awarded to you State Highway Contract No. 6072 for the following project:

Antelope-John Day River Rock Production Project on the Shaniko-Fossil Highway in Wasco County.

This award was based on your bid of ~~$24,640.00~~ which was the low bid submitted to the Commission on ~~April 11, 1962~~ for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

336-1717	Newberg (Fulton, Cherry & Center Sts.) Sec. of City Sts. (Grad. & pav.)	1962
#6073		

Sp State Tax Street Fund 145.

OREGON STATE HIGHWAY DEPARTM

INVOICE

NOTED
Harold G. Lyers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
March 11, 1963	CC 771		32-111 [illegible]

INVOICE NUMBER

78252

- City of [illegible]
- City Hall
- [illegible], Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final bill: [illegible] Special City Allotment project, [illegible] to the State, Contract 10-12. Covered by payment dated [illegible] 15, 1963.			
As per attached statement Final cost $2,720.30 Amount State Owes $2,509.00			
Local City Share			211.30

RECEIVED
MAR 12 1963
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUES

Cash Received with Request: $ .....

By .....

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
DON HARWELL

NOTED
H. S. COX

March 11, 1963

Mr. M. C. Gilbert, City Recorder
City Hall
Newberg, Oregon

NOTED
R. H. PRANGE

Dear Mr. Gilbert:

Final cost is now available on the Special City Allotment project on Fulton, Cherry and Center Streets, and as per the attached statement, is $20,211.36.

The agreement between the City and State provides that the City shall pay all costs in excess of $20,000.00; therefore, the sum of $211.36 will be due the State from the City. An invoice in this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Engineer

by

H. C. Ayers
Field Engineer

HCA:eb
Encl.

OREGON STATE HIGHWAY DEPARTMENT ITEMIZED STATEMENT OF COSTS

Special City Allotment Project
City of Newberg
Contract No. 6073

PAYMENTS TO CONTRACTOR

	ITEM	QUANTITY		@	TOTAL
1.	General Excavating	2420.10	cu yds	$ .80	$1,936.08
2.	1½"-0 material in base	1610.	cu yds	3.10	4,991.00
3.	3/4"-0 material in base	412	cu yds	3.25	1,339.00
4.	Sprinkling	85	M/gal	3.00	255.00
5.	Preparation of base	0.28	mile	800.00	224.00
6.	3/4"-0 material in binder course	41	cu yds	6.00	246.00
7.	R.C. 250 asphalt in binder course	6	tons	70.00	420.00
8.	Class "B" Asphaltic concrete	1072.46	tons	7.15	7,668.09
	Flagging				38.94
				Subtotal Contract Items	$17,118.11
				Engineering & Contingencies	2,431.48
				Survey	661.77
				TOTAL COST	$20,211.36
				Agreed State Share	$20,000.00
				Agreed City Share	211.36
				DUE FROM CITY	$ 211.36

RECEIVED
OCT 8 1962
FOR FILING

6073

October 8, 1962

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On September 12, 1962, you were notified of the release of final payment on contract #6073, awarded to Rowell & Wickersham, for grading-paving Fulton; Cherry; Center Streets in Newberg, Yamhill County.

Final payment on this contract is $512.38 and the total contract amount is $17,079.17. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

cc: Rowell & Wickersham
P. O. Box 472
McMinnville
Oregon

RECEIVED
SEP 26 1962
FOR FILING
6073

September 26, 1962

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Semi-final payment on contract #6073 for grading-paving on Fulton; Cherry; Center Streets in Newberg, Yamhill County, will be released to the contractor, Rowell & Wickersham, on or after October 3, 1962.

This payment will be in the amount of $1,492.39 and reduces the retained percentage to $512.38.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

cc: Rowell & Wickersham
P. O. Box 472
McMinnville
Oregon

RECEIVED
SEP 17 1962
FOR FILING

6073

September 12, 1962

Guarantee Title Insurance Co.,
Pacific Coast Department
Mill Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract #6073 awarded to Rowell & Wickersham for grading-paving Fulton; Cherry; Center Streets in Newberg, Yamhill County, was completed August 14, 1962, and was accepted by the Highway Commission on September 10, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before September 19, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Coery, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Rowell & Wickersham
P. O. Box 472
McMinnville, Oregon

cc: R. L. Porter
L. H. Young
F. D. Morgan
C. H. Maleen

RECEIVED
SEP 12 1962
FOR FILING
6073

September 11, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 14 on Contract 6073. The contract was with Rowell & Wickersham and was for grading and paving on the Newberg City Streets Section (Fulton, Cherry, and Center Streets) in Yamhill County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective September 10, 1962, and that you concur in this procedure at the Commission meeting on September 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw hlb

OREGON STATE HIGHWAY DEPARTMENT
DIVISION I
9-10-62
PROJECT INSPECTION AND ACCEPTANCE REPORT

NOTED H. S COX

NOTED DON HARWELL

Name of Project Newberg (Fulton, Cherry, & Center Streets) Prefix 336-1717

Highway*** City Streets Contract 6073

All contract work specified in the above project has been completed and accepted.

(Final) inspection made by* A. E. Johnson on August 22 (date), 1962

in company with E. S. Hunter, _____, _____,

_____.

NOTED
R. H. PRANGE

NOTED
V. R. JONES

REMARKS: Lowell Johnston together with Weller Probasco, Superintendent of Public Works, have inspected the completed project. A letter of acceptance from Probasco is attached. Re-rolling in areas with low A.C. compaction has been completed. Cores have been tested and all show more than 92% compaction.

Semi-Final Estimate will be submitted about September 7, 1962.

Project accepted September 6, 1962 (date)

Original Signed by A. E. Johnson
(signed)

Const. Div. (2)
Resident Engineer L. A. Johnston
File

RECEIVED
SEP 10 1962
ENGINEER
COUNTY & CITY RELATIONS

CITY OF NEWBERG

NEWBERG, OREGON

September 5, 1962.

Mr. A.E. Johnson,
Division Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Johnson:

Please be advised the paving job done on Cherry, Fulton, and Center Streets in the City of Newberg by Rowell and Wickersham under contract number 6073 is acceptable to the City of Newberg.

Very truly yours,

WELLER PROBASCO,
Superintendent of Public Works

WP:g

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 8, 19 62

Section Newberg (Fulton, Cherry and Center Sts.)
Highway City Streets County Yamhill
Contractor Rowell and Wickersham
Date of contract April 13, 19 62
Date work started June 25, 19 62
Project authorization . . . . . $ 18,129.94
Exclusive of engineering . . . . $ 15,840.70
Engineering authorization . . . . $ 1,289.24
Engineering cost to date $ 1,800.00, 139.64 %

Kind of work Grading & Paving
Section prefix 336-1717
Contract number 6073
Specified work days 50
Work days used 42
Per cent of time elapsed 84 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 17,118.11
Estimated per cent overrun or [redacted] . . . . . 4.35 %
Per cent of contract completed, based on estimated cost . . . . . 100 %
Date project was completed August 14, 19 64

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Myself together with Weller Probasco, Superintendent of Public Works, inspected the completed project. The project was accepted and a letter of acceptance from Mr. Probasco has been recieved.

Compaction tests after re-rolling show more than required 92% compaction.

The semi-final estimate was completed and submitted to Division Office.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
SEP 10 1962

NOTED M. N. JUVE

Signed Lowell A. Johnston
Address Box 4699, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.28	0.28			0.28
Miles partially completed	-	-			-
Miles completed	0.28	0.28			0.28
Total estimated quantities (contract)	2,280	2,130			920
Total quantities corrected to date	2,400	2,000			1,070
Estimated quantities moved or placed to date	2,400	2,000			1,070
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day	0	0			0
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
APR 27 1962

FORM E-125

FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

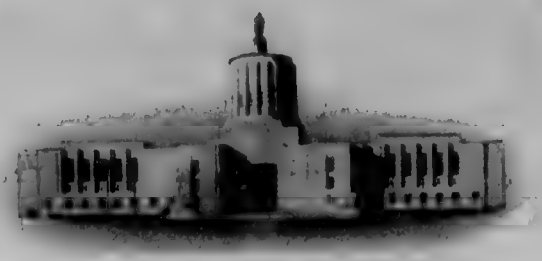
KENNETH N. FRIDLEY, MEMBER
WASCO

GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

L 1117

6073



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 26, 1962

Rowell & Wickersham
P. O. Box 472
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6073, awarded April 13, 1962, for grading-paving Fulton: Cherry: Center Streets in Newberg, Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
APR 24 1962
FOR FILING
396-1719
6073

Merrill Hagan Michael L. Hamilton

GORDON CAREY INSURANCE AGENCY

Hagan-Hamilton Co., owners

First National Bank Building • Phone: 472-2165

McMINNVILLE, OREGON

April 24th, 1962

files

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Floyd Query, Secretary

Gentlemen:

Re: ROWELL & WICKERSHAM
Contracts No. 6073 & 6074

You will find enclosed herewith two executed copies of each of these contracts and bonds.

We hope you will find them entirely in order.

Yours very truly,

GORDON CAREY INSURANCE AGENCY

By Grace Olinger

GPO
Encl 4
cc Rowell & Wickersham

fc

RECEIVED
APR 25 1962
OREGON
STATE HIGHWAY COMMISSION

Since 1894

OREGON MUTUAL INSURANCE COMPANY

RECEIVED
APR 26 1962
FOR FILING

COMMISSIONERS
M. M. McIVER, Chairman
PORTLAND
KENNETH N. FRIDLEY, Member
WASCO
GLENN L. JACKSON, Member
MEDFORD

FLOYD QUERY, Secretary
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 26, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

6073

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6073, awarded April 13, 1962, to R well & Wickersham for grading-paving Fulton; Cherry; Center Streets in Newberg, Yamhill County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

xxxxxxxxxxxxxxxx

April 20, 1962

NOTED
V R JONES

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

Attention: Mr. G. W. Probasco

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Dear Sir:

Herewith a copy of the contract and plans for grading and paving of Newberg (Fulton, Cherry and Center Streets) Section.

The Oregon State Highway Commission awarded Contract 6073 to Rowell & Wickersham of McMinnville on the 13th day of April, with the amount of contract being $16,115.50.

The above mentioned enclosure is for the City's information and records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
DON HARWELL

H. S. Cox
County and City Relations Engineer

DNH:mm
Encl.

FORM E-123

RECEIVED
APR 20 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. BRIDLEY, MEMBER
ALBANY
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 20, 1962

6073 — Rowell & Wickersham
P. O. Box 472
McMinnville
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6073, awarded April 13, 1962, for grading-paving Newberg City Streets (Fulton, Cherry and Center) in Yamhill County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 2, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

PS: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.
dc

cc: L. M. Young
A. E. Johnson
Res. Engineer
Frank Morgan

RECEIVED
FORM E-123
APR 16 1962

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

17

6073

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1962

Rowell & Wickersham
P. O. Box 86
McMinnville, Oregon

The State Highway Commission on April 13, 1962, awarded to you State Highway Contract No. 6073 for the following project:

Grading and paving on Newberg (Fulton, Cherry and Center Sts.) Section in Yamhill County.

This award was based on your bid of $16,115.50 which was the low bid submitted to the Commission on April 11, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
JOHN D. GR...

NOTED
U. S. C...

NOTED
DO... HARWELL

NOTED
V. B. IONES

March 22, 1962

NOTED
Harold C. Ayers

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

Attention: Mr. G. W. Probasco

NOTED
R. H. PRANGE

Dear Sir:

Herewith a copy of the plans and proposal for construction of the Special City Allotment project on Fulton, Cherry, and Center Streets.

Bids will be accepted on April 11, 1962, and we will advise you as to the results of the bids and request your advance deposit immediately after receipt of a satisfactory bid.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm
Encl.

RECEIVED
MAR 26 1962
FOR FILING

Salem, Oregon
March 22, 1962

$250,000 Fund Agreement
City of Newberg

M . H.S. Cox
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Newberg covering the Special City Allotment project on Fulton, Cherry, and Center Streets in Newberg.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Newberg.

Secretary

rn
Attach: 1

FORM E-30 80M 2-61 34997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1962

SUBJECT: $250,000 Fund Agreement
City of Newberg

To: Mr. R. L. Porter
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on Fulton, Cherry, and Center Streets in Newberg. Two copies have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 11/15/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

ok -
7.6.

RECEIVED
MAR 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1962
FOR FILING

336-1717

6w 72

March 22, 1962

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Newberg a fully executed copy of an agreement between the State Highway Commission and the City of Newberg covering the Special City Allotment project on Fulton, Cherry, and Center Streets in Neiwberg.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

NOTED
H. S. COX

February 13, 1962

NOTED
Harold C. Ayers

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

NOTED
DON HARWELL

Dear Mr. Gilbert:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project on Fulton, Cherry and Center Streets. Enclosed are two copies of an agreement covering this project.

Will you please have the City Council pass a resolution, similar to the enclosed sample, authorizing the Mayor and Recorder to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you please have the Mayor and Recorder sign the two copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return both signed copies, along with three copies of the resolution of authorization to this office prior to March 12, 1962. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Received
3/7/62
HBG

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:eb
Encl.

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
V. R. JONES

Salem, Oregon
February 2, 1962

Special City Allotment Project
City of Newberg
Fulton, Cherry, & Center Streets

Mr. J. E. Morelock
O F F I C E

NOTED
DON HARWELL

The field data on the subject project has been checked and found to conform to the project as requested by the city and approved by the Highway Commission on November 15, 1961.

The City has agreed to pay all costs in excess of $20,000 and will be contacted prior to advertising of the project.

H. C. Ayers
County & City Relations Field Engineer

HCA:mm

cc: Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
H. S. COX

LOCATION PROSPECTUS
FULTON, CHERRY and CENTER STREETS
CITY OF NEWBERG
YAMHILL COUNTY

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

12-6-61

The following prospectus is submitted concerning the above-mentioned streets in the city of Newberg. The project will be Fulton Street from Meridian Street to its terminus, Cherry Street from Carlton Way to Center Street, and Center Street from Cherry Street to Fulton Street. The overall length is 0.28 mile.

NOTED
P. JONES

This will be a location survey to prepare plans, specifications, and estimates for grading and surfacing on existing alignment. The City will place concrete curbs and drainage prior to the State's contract.

The typical section will be a 34-foot city street section with curbs each side. The approved base design for construction is:

Paving	3" A.C.
Top Course, Base	2" Level
Bottom Course, Base	8" Crushed Base
Total Depth	13"

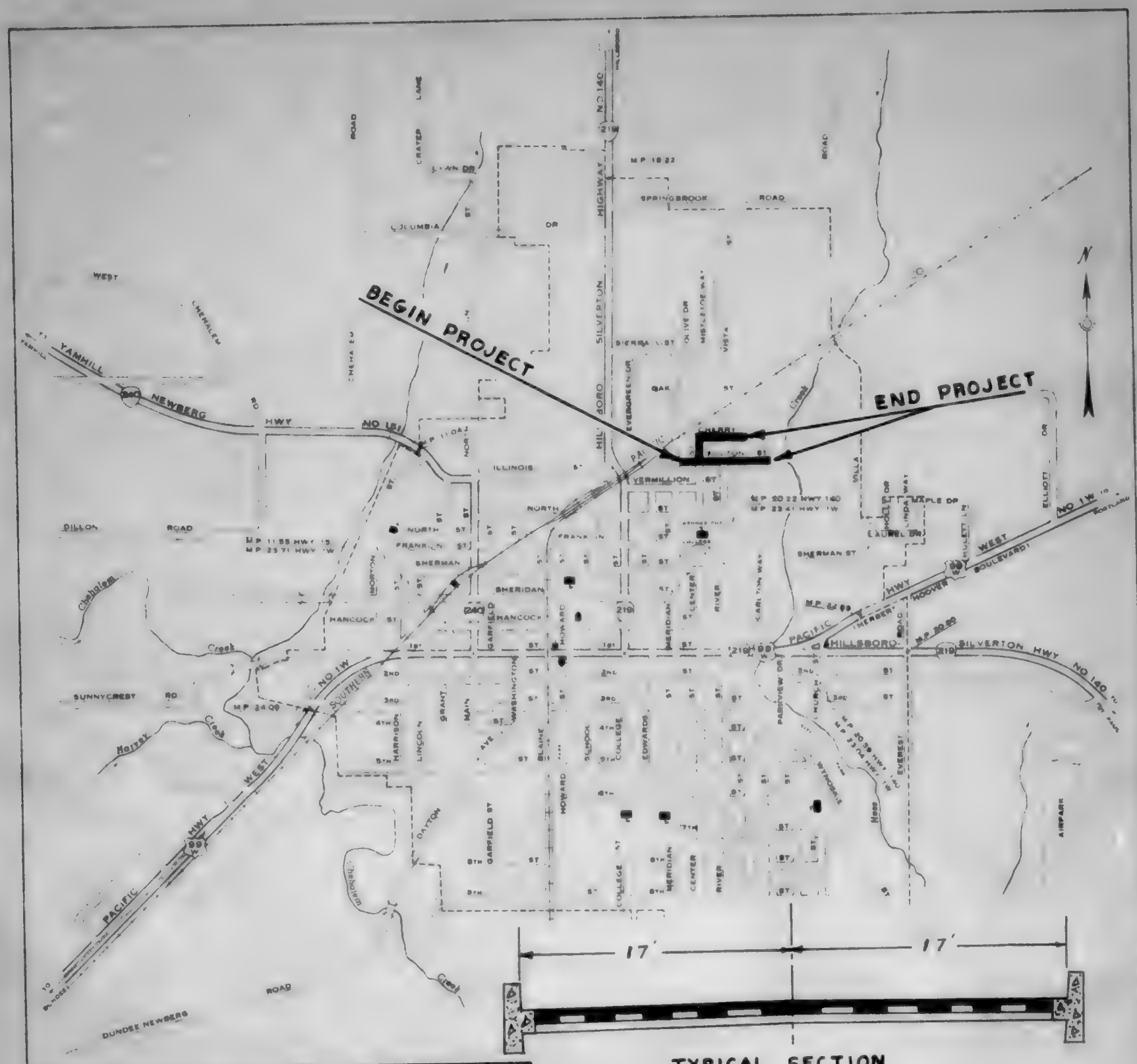
Final agreements with the City of Newberg will be necessary.

December 6, 1961

Attach.

cc Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright (3)
L. H. Young

RECEIVED
DEC 8 1961
ENGINEER
COUNTY & CITY RELATIONS



TYPICAL SECTION

PROSPECTUS MAP

FULTON, CHERRY & CENTER ST's.
NEWBERG

YAMHILL COUNTY

DEC., 1961

LEGEND

- Post Office
- Public Bldg
- City Hall
- Court House
- Armory
- Library
- School
- R. R. Depot
- Street open for travel
- Street dedicated but not open
- City Limits

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,204

Scale in Feet

January 1, 1961

November 22, 1961

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

Dear Mr. Gilbert:

On November 15, the State Highway Commission approved the City's request for reconstruction of Fulton Street, Cherry Street, and Center Street under provisions of the Special City Allotment fund.

The project was approved on the basis of the City paying all costs of the project in excess of $20,000. You will be contacted at a later date to work out details of the project and to complete an agreement covering the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm

Division No. I

City: Newberg
County: Yamhill
Population: 1950 3,946
1960 4,204

Proposed Project - 1962: Fulton Street from Meridian Street to its terminus, Cherry Street from Carlton Way to Center Street, and Center Street from Cherry Street to Fulton Street - a distance of approximately 0.28 mile. Grade; place 4" sand blanket, 6" base course, and 3" asphaltic concrete pavement 34' wide. City will place concrete curbs and drainage prior to State's contract.

	State	City	Total
Estimated Cost:	$ 20,000	$ 2,700	$ 22,700

Remarks: These streets are in poor condition and are receiving excessive wear due to heavy and unusual traffic to very large retirement home and new housing area.

Recommendation: Approval recommended.

11-17-61

PRELIMINARY ESTIMATE, 1962 $250,000 Fund Project

CITY OF NEWBERG

Fulton Street from Meridian Street to its terminus,
Cherry Street from Carlton Way to Center Street, and
Center Street from Cherry Street to Fulton Street;
a total distance of approximately 0.28 mile.

Grade; place 4" sand blanket, 6" base course, 2" leveling course, and 3" asphaltic concrete pavement 34' wide. (City will place combination curb and gutter prior to State's contract.)

Item		Quantity		@	Total
Excavation, common	2280	2000	c.y.	$ 1.00	$ 2,000.00
Excavation, trench		50	c.y.	3.00	150.00
Concrete catchbasins		2	each	80.00	160.00
12" concrete pipe		300	l.f.	2.70	810.00
Sand in base		800	c.y.	2.50	2,000.00
Coarse crushed material	1560	1100	c.y.	3.00	3,300.00
3/4"-0" in base	355	400	c.y.	3.25	1,300.00
Sprinkling	50	50	M/gal.	4.00	200.00
3/4"-0" in binder	45	40	c.y.	5.00	200.00
RS-2 in binder	9	6	tons	100.00	600.00
Class B asphaltic concrete	920	960	tons	9.00	8,640.00
				20,475.00	$19,360.00
12-1/2% engineering and contingencies					2,420.00
Survey					900.00
TOTAL					$22,680.00

TOTAL ESTIMATE - - - $22,700

HCA:mm
11/17/61

NOTED
H. S. COX

NOTED
JONES

September 23, 1961

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

Dear Mr. Gilbert:

We have received the City's resolution regarding the proposed project on Fulton, Cherry, and Center Streets in Newberg.

We will submit your project to the Highway Commission in the near future and notify you of their decision. If approved, the project will be constructed in the 1962 construction season.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. C. Ayers
County and City Relations Field Engineer

HCA:mm

NOTED
JOHN D. GRAHAM

CITY OF NEWBERG

NEWBERG, OREGON

September 22, 1961

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

Mr. W.C. Williams
State Highway Department
Salem, Oregon

Gentlemen:

In regards to our Fulton, Cherry and East Streets project.

Please be advised we have sent your office the resolution as passed by Newberg City Council on September 5th, 1961, accepting your proposal to pay costs of project over $20,000.

If you do not find this resolution, please advise, and we shall send you a copy.

Very truly yours,

M.C. GILBERT,
City Recorder

MCG:1

NOTED
DON HARWELL

RECEIVED
SEP 25 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

September 21, 1961

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

NOTED

Dear Mr. Gilbert:

We plan on submitting your request for a project on Fulton, Cherry, and East Streets to the State Highway Commission for their consideration in the near future.

On August 17, 1961, this matter was discussed with Mr. Weller Probasco and he advised that he would take it up with the City Council and would advise us shortly after September 1 if the City was willing and able to pay all costs of the proposed project in excess of $20,000. To date we have not heard from the City and if this project is to be submitted to the Commission, we must know if the City agrees as to the costs.

The rough preliminary estimate for the grading, basing, and paving of these streets is $22,700 with the City to place the concrete curbs prior to the State's project.

It would be appreciated if you will give this matter your immediate attention and advise this office of the Council's decision.

Sept 18. 1961
Letter received
H.C.A.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

H. C. Ayers
County & City Relations Field Engineer

HCA:mm

NOTED
JOHN D. GRAHAM

CITY OF NEWBERG

NEWBERG, OREGON

September 18, 1961

Paxson

Mr. W.C. Williams
Oregon State Highway Department
Salem, Oregon

Gentlemen:

We herewith enclose Resolution adopted by the City Council of City of Newberg relative to the paving of Fulton Street, Cherry Street and Center Street in Newberg.

The conditions as set forth in your meeting with our Street Committee have all been recognized in this Resolution.

RECEIVED
SEP 21 1961
ENGINEER
COUNTY & CITY RELATIONS

Very truly yours,

M.C. Gilbert

M.C. GILBERT,
Recorder

MCG:1

Mr. Lee:
Please answer and take any other necessary steps.
WHP

RECEIVED
SEP 19 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
SEP 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RESOLUTION

WHEREAS, it has been brought to the attention of the Council of the City of Newberg, Oregon, that the Highway Department of the State of Oregon has offered to expend the sum of $20,000.00 for the purpose of improving and paving portions of Fulton Street, Cherry Street and Center Street in said City of Newberg as the result of increased use of said streets caused by the construction and occupancy of Friendsview Manor in said City; and

WHEREAS, the Council is further advised that the above described expenditure of funds by the said Highway Department is conditioned upon the following, to-wit:

1. That the City of Newberg obligate itself to pay all costs of the aforesaid street improvement in excess of the sum of $20,000.00.

2. That the City of Newberg obligate itself to install all sewer facilities reasonably necessary in the foreseeable future and which will be situated in the portions of said streets so proposed to be improved and that such installation of sewer facilities shall be completed prior to the paving of said portions of said streets.

3. That the City of Newberg obligate itself to provide by Ordinance that parking shall be permitted on only one side of each of said streets within said portion so proposed to be improved. ; and

WHEREAS, the Council of the City of Newberg has been advised that the estimated cost of said improvement, exclusive of the installation of sewer facilities, is the sum of $21,700.00 and that only sanitary sewer facilities will be required within the street area to be so improved; and

The Council being now fully advised in the premises:

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Newberg, Oregon, as follows, to-wit:

1. That in consideration of the expenditure by the Highway Department of the State of Oregon of the sum of $20,000.00 for the purpose of improving and paving portions of Fulton Street, Cherry Street and Center Street in said City of Newberg, the City of Newberg specifically agrees as follows, to-wit:

a. That the City of Newberg will pay all costs of the aforesaid improvement in excess of the sum of $20,000.00.

b. That the City of Newberg will install all sewer facilities reasonably necessary in the foreseeable future within the portion of said streets so proposed to be paved, prior to the paving thereof.

c. That the Council of the City of Newberg will provide by Ordinance for the restriction of parking to one side only of the aforesaid portions of said streets so proposed to be improved and paved.

BE IT FURTHER RESOLVED that the Recorder of the City of Newberg, Oregon, be, and he hereby is instructed to furnish a copy of this Resolution to the Highway Department of the State of Oregon.

ADOPTED by the Council at a regular meeting held on the 5th day of September, 1961.

McGilbert
RECORDER

STATE OF OREGON)
COUNTY OF YAMHILL) ss.
CITY OF NEWBERG)

I, M. C. GILBERT, Recorder of the City of Newberg, Oregon, hereby certify that the within and foregoing copy of Resolution adopted September 5, 1961, by the Council of the City of Newberg is a true, correct and complete copy of the original resolution on file in my custody and control.

M. C. Gilbert

City Recorder

NEWBERG

Scale 1"=800'

YAMHILL COUNTY
T.3.S., R. 2 W., W. M.

Rev 5-17-52

FORM S-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

NOTED
V. R JONES

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
June 9, 1961

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

NOTED
Harold C. Ayers

NOTED
C. G SWENSON

Dear Mr. Gilbert:

This is to acknowledge receipt of a resolution adopted by the City of Newberg requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1962 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

Wellborn Tobacco

Jul 10.28

Friendsview

50' R.W.
34' curb & gutter
Ty cty.

0.07

0.17 mile

To portland

City Limits

To St. Paul

HILLSBORO-SILVERTON HWY.

WYNOSKIE ST.

CHURCH ST.

CARLTON WAY

RIVER

CHERRY ST.

FULTON ST.

CENTER ST.

CENTER ST.

MERIDIAN

EDWARDS

COLLEGE

SILVERTON HWY.

SCHOOL

HOWARD

BLAINE

WASHINGTON

GARFIELD

MAIN

NORTH

GRANT

LINCOLN

HARRISON

MORTON

YAMHILL-NEWBERG HWY.

PACIFIC HWY. WEST

VERMILLION

ILLINOIS

FRANKLIN

SHERMAN

HANCOCK

SHERIDAN

S.P.CO. R.R.

Spaulding R.R.

DAYTON AVE.

5TH.

6TH.

7TH.

8TH.

9TH.

10TH.

11TH.

12TH.

1ST.

2ND.

3RD.

4TH.

COLUMBIA

WILLAMETTE

CHEHALEM

PACIFIC

To Hillsboro

HILLSBORO

To Yamhill

City Limits

To McMinnville

MP 15.97

MP 10.75

MP 11.48

MP 24.693

MP 24.870

17

18

19

20

#1

#2

NEWBERG

Scale 1" = 800'

YAMHILL COUNTY
T. 3 S., R. 2 W., W. M.

Rev 5-17-52

33' paving

Cherry St
16' Paved

City Curb 34"

State grade 32' pavement

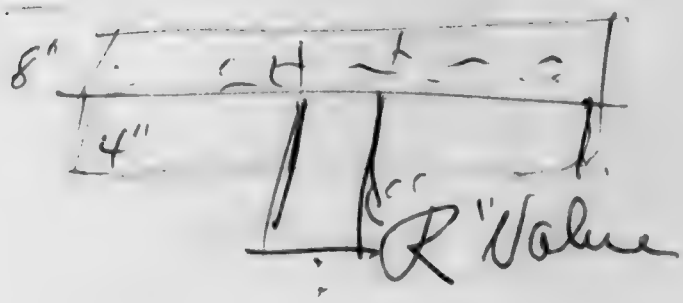
base + a.c.

$30,000

3"
2
4

8

Light Medium



FORM S-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

NOTED
V. R JONES

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
June 9, 1961

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Dear Mr. Gilbert:

This is to acknowledge receipt of a resolution adopted by the City of Newberg requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1962 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Newberg is an incorporated city of the State of Oregon and has a population of 4,204 as given by the latest official census; and

WHEREAS, the following streets of said city, Fulton Street from Meridian Street East to its easterly terminus; ~~Cherry Street~~ from Center Street (formerly East Street) East to its ~~Easterly~~ terminus, and Center Street (formerly East Street) ~~between~~ Cherry Street and Fulton Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Newberg does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Weller Probasco as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5 day of June, 1961.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Newberg at a regular ~~xx special~~ meeting of said Council, held on the 5th day of June, 1961, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5 day of June, 1961.

City Recorder

NEWBERG

Scale 1"=800'

YAMHILL COUNTY
T.3.S., R.2W., W.M.

Rev 5-17-52

CITY OF NEWBERG

NEWBERG, OREGON

May 19, 1961

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Mr. C.G. Swenson,
State Highway Department
Salem,Oregon

Gentlemen:

Please send us applications for obtaining funds under ORS 366.805 for street improvements.

Very truly yours,

M.C. GILBERT, Recorder

Forms sent
5/22/61

MCG:C

RECEIVED
MAY 2[illegible] 1961
ENGINEER
COUNTY & CITY RELATIONS

336-1718 Sheridan (S.W. 3rd St.) Sec. 1962
of City Street
#6074

Special Street Fund 144

RECEIVED
OCT 22 1962
FOR FILING
6074

October 19, 1962

Glens Falls Insurance Company
Sixth Floor Mills Tower
San Francisco 4, California

Gentlemen:

This is to acknowledge receipt of your letter of October 16 concerning the status of the Rowell and Wickersham Contract No. 6074, grading and paving on the Sheridan (S. W. 3rd St.) Section of the city street in Yamhill County.

This contract was completed July 9, 1962, and was accepted by the Highway Commission on August 9, 1962.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N.Y.
PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

October 16, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Attn: Mr. Floyd Query
Secretary

Gentlemen:

Re. Bond No. 80-58-50
Rowell & Wickersham -to-
State of Oregon
Grading and paving on City Street
in Sheridan (SW 3rd St.)
Yamhill County, Oregon.
State Contract No. 6074

- -

Reference is made to your letter of August 1, 1962 wherein you advised completion of captioned job as of July 9, 1962 with total contract amount of $13,413.31. You also stated that final payment was to be released to the contractor after acceptance by the Commission.

Would you be kind enough as to let us know if this work has now been accepted and if it is now in order for us to close our file?

Your prompt attention to this matter will be sincerely appreciated.

Yours very truly.

Pacific Coast Bond Dept.

kp

Encl. - stamped self addressed envelope

NOTED
C. W. HEAD

RECEIVED
OCT 18 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 1 1962
FOR FILING

B- 1717
6074

August 1, 1962

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6074, awarded to Rowell & Wickersham, for grading-paving SW 3rd Street in Sheridan, Yamhill County.

This contract was completed on July 9, 1962, but has not as yet been accepted by the Commission. Final payment in the amount of $998.81 will be released to the contractor after acceptance by the Commission. The total contract amount is $13,413.31 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

cc: Rowell & Wickersham
P. O. Box 472
McMinnville
Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 13, 1962

Section Sheridan (SW 3 RD St.)

Kind of work Grading and Paving

Highway City Street County Yamhill

Section prefix 336-1718

Contractor Rowell and Wickersham

Contract number 6074

Date of contract April 13, 1962

Specified work days 40

Date work started June 12, 1962

Work days used 32

Project authorization . . . . . $ 14,918.06

Exclusive of engineering . . . . $ 13,857.22

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 13,857.22

Estimated per cent overrun or underrun . . . . . -0- %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,060.84

Engineering cost to date $ 912.00, 86 %

Date project was completed July 9, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed project Monday of this week.

CONSTRUCTION DIVISION
R
JUL 16 1962
NOTED

NOTED

Noted
M. N. Jr.

Signed [signature]

Address Box 411, McMinnville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.22	0.22			0.22
Miles partially completed					
Miles completed	0.22	0.22			0.22
Total estimated quantities (contract)	1670	1840			710
Total quantities corrected to date	1793	1948			684
Estimated quantities moved or placed to date	1793	1948			684
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					7

Men 6

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

1 - Barber Greene

Equipment used during week: Shovels ....., Power graders 1, Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., 8 yd dump trks. 4, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Cloudy		
Saturday			

RECEIVED
APR 27 1962

FORM E-123

FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

KENNETH N. FRIDLEY, MEMBER
WASCO

GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

APR 27 1962

6074

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 26, 1962

Rowell & Wickersham
P. O. Box 472
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6074, awarded April 13, 1962, for grading-paving SW 3rd Street in Sheridan, Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
APR 26 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEN

6174

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 26, 1962

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6074, awarded April 13, 1962, to Rowell & Wickersham for grading-paving SW 3rd Street in Sheridan, Yamhill County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

RECEIVED
APR 25 1962
FOR FILING

Merrill Hagan Michael L. Hamilton

GORDON CAREY INSURANCE AGENCY

Hagan-Hamilton Co., owners
First National Bank Building • Phone: 472-2165
McMINNVILLE, OREGON

April 24th, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Floyd Query, Secretary

Gentlemen:

Re: ROWELL & WICKERSHAM
Contracts No. 6073 & 6074

You will find enclosed herewith two executed copies of each of these contracts and bonds.

We hope you will find them entirely in order.

Yours very truly,

GORDON CAREY INSURANCE AGENCY

By Grace Olinger

GPO
Encl 4
cc Rowell & Wickersham

RECEIVED
APR 25 1962
OREGON
STATE HIGHWAY COMMISSION

OREGON MUTUAL INSURANCE COMPANY
Since 1894

xxxxxxxxxxxxxxx

NOTED
DON HARWELL

April 20, 1962

Mr. Robert D. Wells
City Recorder
City Hall
Sheridan, Oregon

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Dear Mr. Wells:

Herewith a copy of the contract and plans for grading and paving of S.W. Third Street in Sheridan.

The State Highway Commission awarded Contract No. 6074 to Rowell & Wickersham of McMinnville on the 13th day of April, with the amount of contract being $13,160.50.

The above mentioned enclosure is for the City's information and records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
DON HARWELL

H. S. Cox
County and City Relations Engineer

DNH:mm
Encl.

RECEIVED
APR 20 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6074

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 20, 1962

Rowell & Wickersham
P. O. Box 472
McMinnville
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6074, awarded April 13, 1962, for grading-paving Sheridan City Street (SW 3rd Street) in Yamhill County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 2, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

PS: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
A. E. Johnson
Res. Engineer
Frank Morgan

RECEIVED
APR 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6074

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 13, 1962

Rowell & Wickersham
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on ~~April 13, 1962,~~ awarded to you State Highway Contract No. ~~6074~~ for the following project:

Grading and paving on the Sheridan (S. W. 3rd St.) Section of City Street in Yamhill County.

This award was based on your bid of ~~$13,160.50~~ which was the low bid submitted to the Commission on ~~April 11, 1962~~ for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAR 26 1962
FOR FILING

336-1218.
C.24

Salem, Oregon
March 22, 1962

$250,000 Fund Agreement
City of Sheridan

Mr. H. S. Cox
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Sheridan covering the Special City Allotment project on Third Street in Sheridan.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Sheridan.

Secretary

rn
Attach: 1

RECEIVED
MAR 23 1962
FOR FILING

336-1718

6074

March 22, 1962

Mr. Robert D. Wells
City Recorder
City Hall
Sheridan, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Sheridan a fully executed copy of an agreement between the State Highway Commission and the City of Sheridan covering the Special City Allotment project on Third Street in Sheridan.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

NOTED
H. S. COX

NOTED
DON HARWELL

March 22, 1962

NOTED
Harold C. Ayers

NOTED
L. R. JONES

Mr. Robert D. Wells
City Recorder
City Hall
Sheridan, Oregon

NOTED
R. H. PRANGE

Dear Mr. Wells:

Herewith a copy of the plans and proposal for the construction project on S.W. 3rd Street. This is sent for your information only.

Bids will be received on April 11, 1962 and soon thereafter we will advise you of the results of the bids and request the City's deposit if one is required.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm
Encl.

FORM E-90 50M 8-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1962

To: Mr. R. L. Porter
O F F I C E

SUBJECT: $250,000 Fund Agreement
City of Sheridan

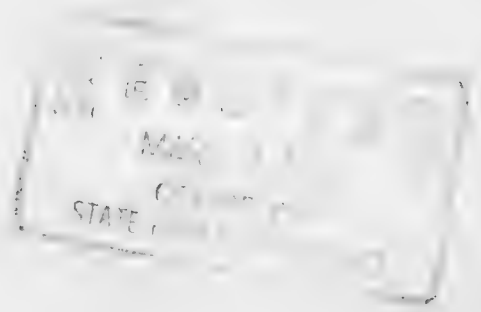
Attached are three copies of an agreement covering the Special City Allotment project on Third Street in Sheridan. Two copies have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 11/15/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

0h-7a



NOTED
R. JOH

NOTED
U. S. CO

March 2, 1962

NOTED
DON HARWELL

Mr. Robert D. Wells
City Recorder
Sheridan, Oregon

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

Dear Mr. Wells:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project for construction of Third Street. Enclosed are three copies of an agreement covering this project.

Will you please have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you and the Mayor please sign the three copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal,and return both signed copies, along with three copies of the resolution of authorization, to this office prior to April 4, 1962. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

Agreement Rec'd
3/12/62

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:eb
Encl.

NOTED
V. R JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
February 19, 1962

Special City Allotment Project
Third Street Section
City of Sheridan

Mr. J. E. Morelock
O F F I C E

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Herewith the field data on the subject project. The data have been checked and found to conform with the project requested by the city and approved by the Highway Commission 11/15/61.

The city has promised to have curbs installed previous to May 1, 1962 and will adjust any city utilities that require moving.

HCA

H. C. Ayers
County & City Relations Field Engineer

HCA:mm

cc: Frank Hall
V. G. O'Neil

#1600

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

LOCATION PROSPECTUS
THIRD STREET
CITY OF SHERIDAN
YAMHILL COUNTY

12-6-61

The following prospectus is submitted concerning the above-mentioned city street in Sheridan. The project will be Third Street from Mill Street to Cornwallton Street. The overall length is 0.23 mile.

NOTED

This will be a location survey to prepare plans, specifications, and estimates for grading and surfacing on existing alignment. This section is partially curbed. The city will replace broken or damaged curbs and construct new curbs to complete the section. This is an approved project to be constructed with 1962 special city allotment funds.

The typical section will be a 28-foot city street section (existing curbs and new curbs by city). The approved base design for construction is:

Paving	3" A.C.
Top Course, Base	2" Level
Bottom Course, Base	11" Crushed Base
Total Depth	16"

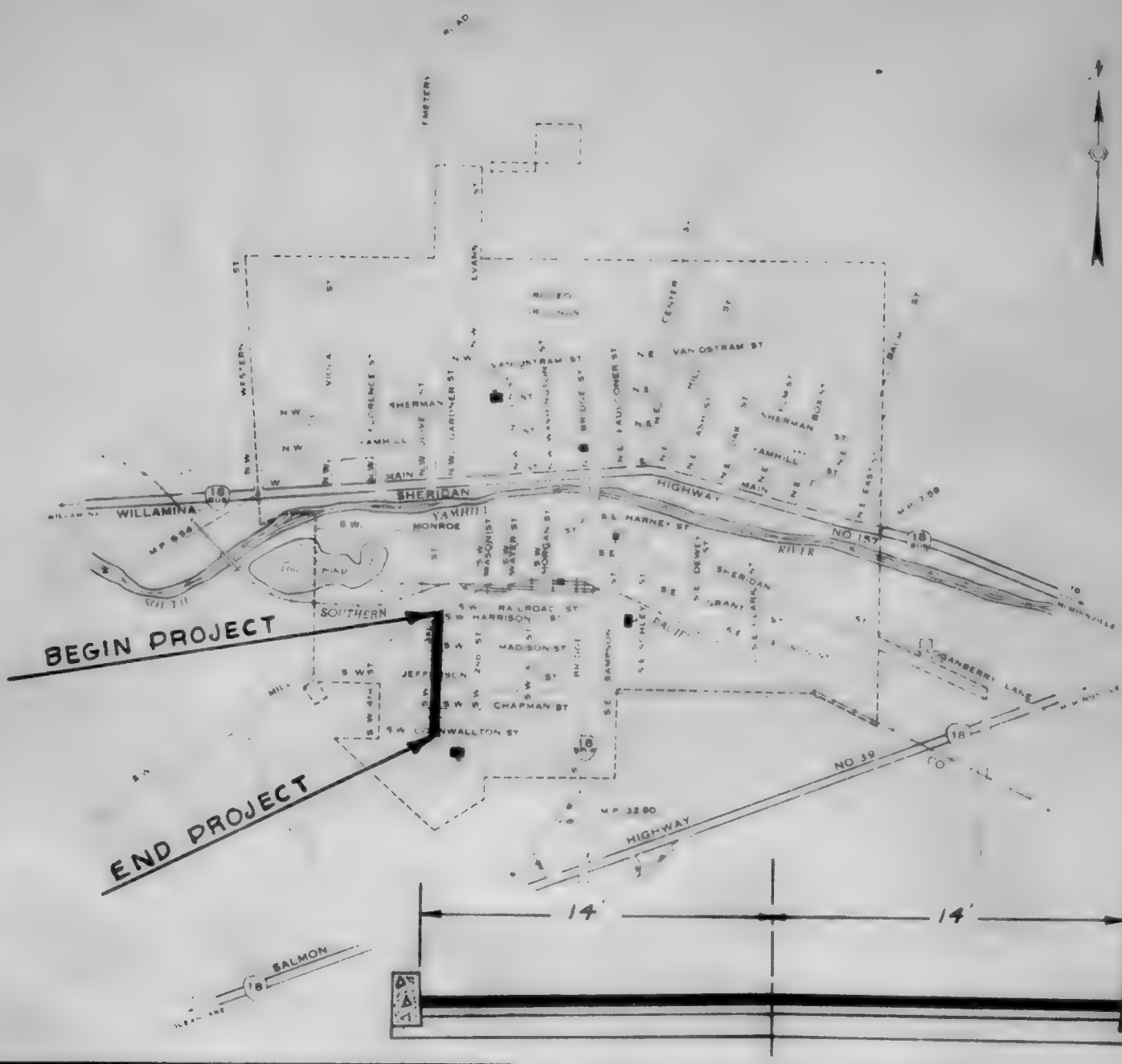
Final agreements with the city of Sheridan will be required.

December 6, 1961

Attach.

cc Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright (3)
L. H. Young

RECEIVED
DEC 8 1961
ENGINEER
COUNTY & CITY RELATIONS



PROSPECTUS MAP

THIRD STREET
SHERIDAN

YAMHILL COUNTY

NOV., 1961

TYPICAL SECTION

LEGEND

Post Office
School
R.R. Depot
Public Bldg.
City Hall
Court House
Armory
Library

Street open for traffic
Street laid out but not open
City Limits

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Project 763

Feet

January 1961

November 22, 1961

Mr. Robert D. Wells
City Recorder
City Hall
Sheridan, Oregon

Dear Mr. Wells:

On November 15, the Highway Commission approved the City's request for reconstruction of Third Street from Mill Street to Cornwallton Street under provisions of the Special City Allotment fund.

The project was approved on the basis of the City constructing curbs where not presently in place and paying all costs of the project in excess of $20,000. The present estimate is $20,000. You will be contacted at a later date to work out details and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:mm

11-17-61

PRELIMINARY ESTIMATE - 1962 $250,000 Fund Project

CITY OF SHERIDAN

Third Street from Mill Street to Cornwalton Street, a distance of approximately 0.23 mile.

Grade; place 10" base course, 3" leveling course, and 3" asphaltic concrete pavement 28' wide.

City will place curbs where none now in place and replace all poor curbs.

Item	Quantity		@	Total
Excavation	2000	c.y.	$ 1.00	$ 2,000.00
Coarse crushed material	1500	c.y.	3.00	4,500.00
3/4"-0" in base	400	c.y.	4.00	1,600.00
Adjustment of manholes	6	each	50.00	300.00
Adjustment of catchbasins	11	each	45.00	495.00
Sprinkling	50	M/gal.	4.00	200.00
3/4"-0" in binder	40	c.y.	6.00	240.00
RC-3 in binder	10	tons	60.00	600.00
Class B asphaltic concrete	700	tons	10.00	7,000.00
				$16,935.00
12-1/2% engineering and contingencies				2,116.88
Survey				800.00
TOTAL ESTIMATE				$19,851.88

HCA:mm
11/17/61

Division No. II

City: Sheridan
County: Yamhill
Population: 1950 1,922
1960 1,763

Proposed Project - 1962: Third Street from Mill Street to Cornwallton Street, a distance of approximately 0.23 mile. Grade; place 10" base course, 3" leveling course, and 3" asphaltic concrete wearing surface 28' wide. (This section is curbed.)

	State	City	Total
Estimated Cost:	$ 20,000	$ --	$ 20,000

Remarks: This street is in poor condition and is receiving excessive wear due to school bus use to newly constructed schools.

Recommendation: Approval recommended.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section 2nd Street Highway City of Stanfield County Umatilla Prefix
Fed. Engr. Length of Project Miles. From N. end Mill Street to S. end Commercial St. Date 6-28-61

TYPICAL SECTIONS Type of Mixture Asphalt

SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS COMPLETED AT THE REQUEST OF H. G. AYERS, COUNTY - CITY.

3" of A.C.
2" of ¾"-0 level course (thick
11" of crushed base.

6-28-61

10/124

* Information on Soils obtained from H.C. Ayers.

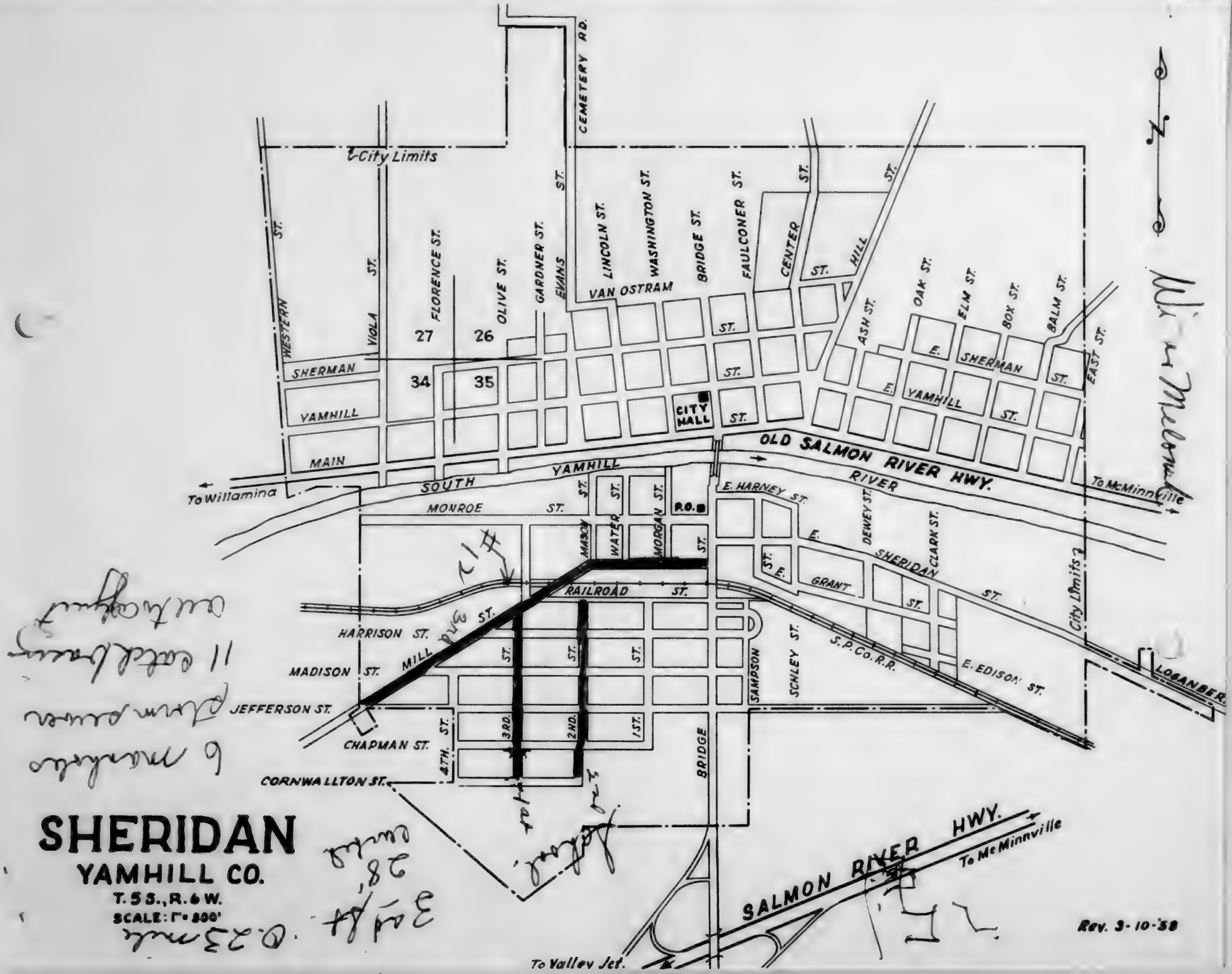
Required Base & Shoe		Designed Base & Shoe		
Crushed	Not Crushed	Alloc. Surf. Allow.	Act. Surf.	
			3	A.C.
			2	Level
			11	C. Ba.
16			16	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by [signature] Assistant Soils Engineer
Recommended by [signature] Construction Engineer
Recommended by [signature] Engineer of Materials
Approved by [signature] Deputy State Highway Engineer

cc: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
District Engineer
Soils Engineer Division



SHERIDAN

YAMHILL CO.

T. 5 S., R. 6 W.

SCALE: 1" = 800'

Rev. 3-10-58

CITY OF SHERIDAN

SHERIDAN, OREGON

March 23, 1961

Attention Mr. Ayers
State Highway Dept.
Salem, Oregon

Dear Sir:

Relative to the application of the City of Sheridan for the $20,000.00 street improvement aid for 1962, we wish to submit the following information:

There are 75 school bus trips per week traveling on Third St. in the City of Sheridan. The sanitary sewers are 5' deep. The storm sewers are 6' deep. The shallowest water main, which is a 2" line is 1½' deep, and crosses Third St. at its intersection with Chapman Street. Also, the City of Sheridan will take care of all lateral lines interfering with this project.

We hope this gives you the needed information, and please contact us if any more information is needed.

Yours very truly,

Winer Melonuk, Street Commissioner

R. D. Wells, City Recorder
City of Sheridan
104 N. W. Yamhill
Sheridan, Oregon

RECEIVED

FORM E-122

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

General

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
H. S. COX

February 17, 1961

Mr. Robert D. Wells
City Recorder
Sheridan, Oregon

NOTED

NOTED
C. G. SWENSON

Dear Mr. Wells:

This is to acknowledge receipt of a resolution adopted by the City of Sheridan requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1962 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

1-4-61

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of SHERIDAN is an incorporated city of the State of Oregon and has a population of 1763 as given by the latest official census; and

WHEREAS, the following streets of said city, 2nd and 3rd Streets, the School Bus route is our first Choice

Mill St.--Used heavily by trucks, cars and school busses

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of SHERIDAN does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate WINER MELONUK as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of January, 1961.

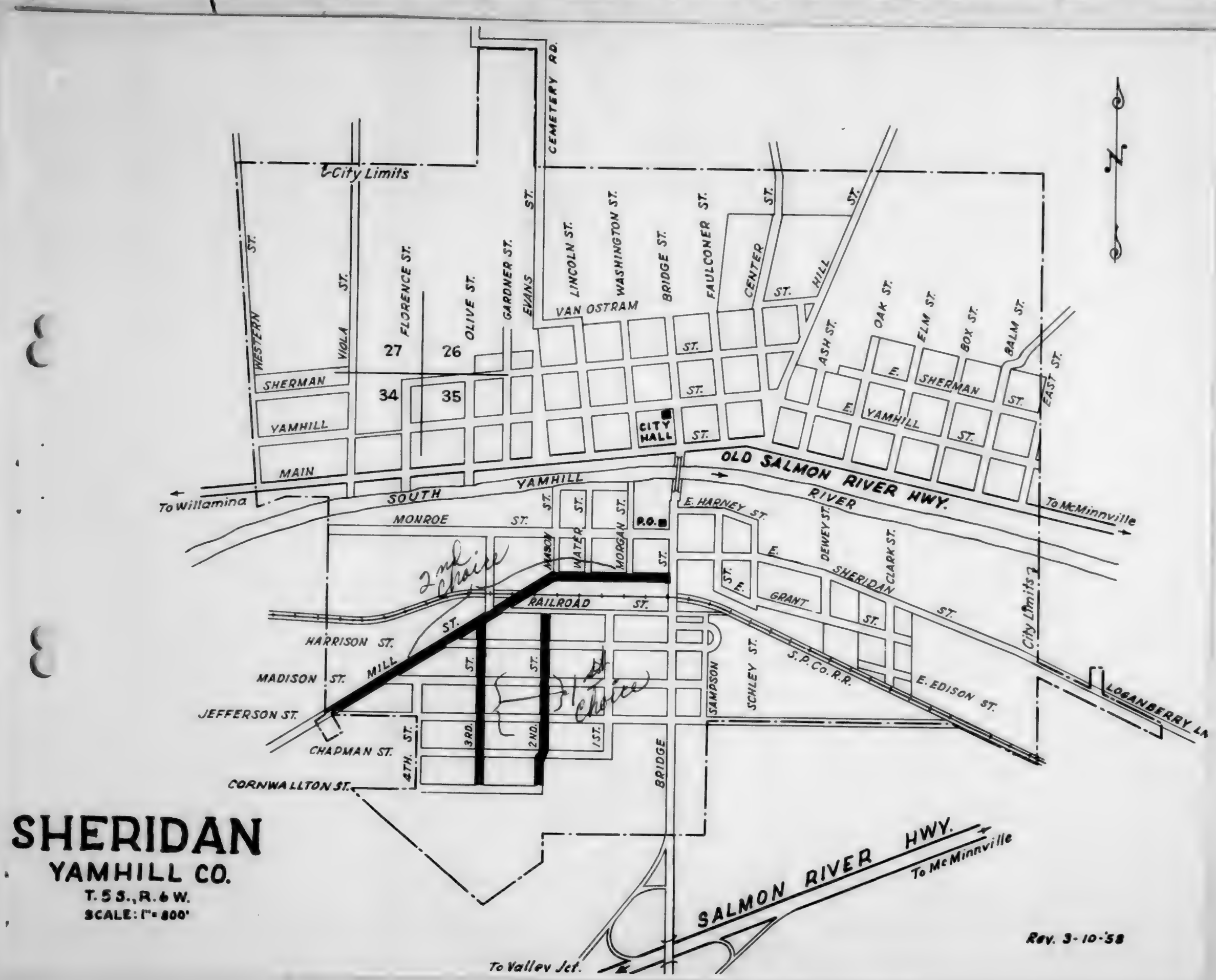
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of SHERIDAN at a regular or special meeting of said Council, held on the 4th day of January, 1961, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15th day of February, 1961.

Robert D Wells
City Recorder



SHERIDAN

YAMHILL CO.

T. 5 S., R. 6 W.

SCALE: 1" = 800'

Rev. 3-10-58

CITY OF SHERIDAN

SHERIDAN, OREGON

NOTED
H. S. COX

NOTED

December 12, 1960

C. G. Swenson, Sngineer
County and City Relations Division
c/o State Highway Department,
Salem, Oregon

NOTED
Harold C. Ayers

Dear Sir:

May the City of Sheridan please have an application for street improvement under the ORS 366.805 Law. We wish to comply with your requirements and turn in our application as soon as possible.

Thank you.

Yours sincerely,

R. D. Wells

R. D. Wells, City Recorder
City of Sheridan
104 N. W. Yamhill
Sheridan, Oregon

Forms Sent
12-13-60

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 12 1960
ENGINEER
COUNTY & CITY RELATIONS

S-477(1) Starr Cr. Road-Fiechter Cr. 1962
Sec., FAS Rt. 830, (Grad. &
#6075 surfacing)

RECEIVED
JUL 21 1964
FOR FILING

STATE OF OREGON,
County of ~~Multnomah~~,
} ss.

file

CIVIL SUBPOENA

IN THE NAME OF THE STATE OF OREGON

TO **FLOYD QUERY** 7-31-64

You hereby are commanded to appear in the Circuit Court of the State of Oregon, for the County of Marion, at the County Courthouse in Salem, in said Marion County, on the **21st** day of **July**, 19**64**, at **9:30** o'clock **a.** M., to give evidence in a cause wherein **Max V. Hubbs**

Plaintiff, and **Kenneth E. Nielsen and United Pacific Insurance Company are**

Defendant **s**, on the part of the **plaintiff**

WITNESS my hand and the seal of said Court affixed, at Salem, Oregon, on this

(SEAL OF SAID COURT) **21st** day of **July**, 19**64**.

/s/ T. HAROLD TOMLINSON, County Clerk

By /s/ EDITH TAVES, Deputy.

STATE OF OREGON,
County of **Marion**
} ss.

I hereby certify that I served the foregoing Subpoena on the **21st** day of **July** 19**64**, within said state and county, on the above-named **FLOYD QUERY**

by then and there delivering a true copy thereof, prepared and certified such to be by **John A. Bryan**, to each of said persons, personally and in person, and, at the same time, giving (offering) to him the fees to which he is entitled by law for travel to and from said place designated and one day's attendance thereat.

SXXXXXX County, Oregon

By XXXXXXXXXX, Deputy

(See ORS 44.140)

STATE OF OREGON
County of Marion
} SS. :

I hereby certify that the foregoing is a true and correct copy of the original.

John A. Bryan
Of Attorneys for Plaintiff

Served at 7:40 AM
Case settled out of Court 10:40 AM
J. Query

fas 830
Benton Co

NOTED
H. S. COX

A-4116
Cont. #6075

NOTED
R. M. HARWELL

June 22, 1964

NOTED
P. E. Schwanbeck

NOTED
R. M. ALLISON

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

Final costs are now available on the Starr Creek Road-Fiechter Creek Section of FAS 830, contracts 6075 and 6306, as shown on the enclosed cost statement.

In accordance with agreements dated March 2, 1962 and July 11, 1963, the amount of $481.35 is due the County.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

Fac 830
Benton Co

OREGON STATE HIGHWAY DEPARTME

INVOICE

RECEIVED
JUN 15
ENGINEER
COUNTY & CITY

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-12-64	CC 870		502-1057-27

INVOICE NUMBER 81877

- Benton County
- Courthouse
- Corvallis, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Starr Creek Road-Fiestter Creek, grading, FAS 830. Covered by agreement dated March 2, 1962.	NOTED DON HARWELL		
County advance deposit		19,500.00	
Less amount previously transforred		14,500.00	
			5,000.00
County's share as per attached statement		19,279.78	
Less amount previously transferred		14,500.00	
			4,779.78
Refund due county			220.22

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150 (REVISED 7-60)

RECEIVED
JUL 16 1964
FOR FILING
6075

July 14, 1964

Mr. John A. Bryan
DeArmond and Sherman
Law Offices
687 Court Street, N. E.
Salem, Oregon

Dear Mr. Bryan:

As requested in your letter of July 9, we are enclosing certified copies of the following items:

(1) Notice of Claim filed by Max V. Hubbs against Contract No. 6075

(2) Minute entry of July 18, 1963, pertaining to acceptance of Contract No. 6075

(3) Contracts Completed Resolution No. 124 adopted by the Commission on July 18, 1963. (The July 18, 1963, minute entry makes reference to this resolution.)

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH: fkn
Attachments

cc L. I. Lindas

LAW OFFICES OF
DEARMOND AND SHERMAN
687 Court Street N.E.
SALEM, OREGON

ROBERT W. DEARMOND
KENNETH SHERMAN
RICHARD D. BARBER
JOHN A. BRYAN

TELEPHONE
364-2283

July 9, 1964

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Please furnish us with certified copies of the following records:

(1) A notice of the claim filed by Max V. Hubbs on or about November 20, 1963 against the bond taken from the United Pacific Insurance Company for the work of grading and surfacing the Starr Creek Road - Fiechter Creek Section of F A S Route 830 in Benton County, Oregon under Oregon State Highway Commission contract No. 6075 with Kenneth E. Nielsen;

(2) The record of the Oregon State Highway Commission which affirmatively shows that the work required to be done under Oregon State Highway Commission contract No. 6075 was accepted by the Commission on June 25, 1963.

Since these certified copies are to be used in evidence in an action against Kenneth E. Nielsen and the bonding company, the certification of the legal keeper of the record should state that the copy has been compared by the certifying officer with the original and that it is a correct transcript of the whole or any specified part, and the official seal of the certifying officer should be affixed.

These certified copies will be needed for a trial commencing July 21, 1964, and if there is any possibility that they cannot be supplied prior to that date, I will appreciate your contacting me by telephone. Any charges for supplying these copies should be billed directly to us.

Very truly yours,

DeARMOND and SHERMAN

By John A. Bryan
John A. Bryan

JAB:ss

NOTED
C. W. HEAD

RECEIVED
NOV 26 1963
FOR FILING

COMMISSIONERS
GLENN O. McCORMACK, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6075

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 20, 1963

DeArmond and Sherman
Attorneys at Law
687 Court Street N.E.
Salem, Oregon

Attention: John A. Bryan

Gentlemen:

This will acknowledge your letter of November 18 and attached Notice of Claim of Max V. Hubbs, assignee of Tuss Brothers Construction Company for labor performed and materials supplied by Tuss Brothers in the amount of $2,550.00.

The claim states this is in reference to the Kenneth E. Nielsen, contract No. 6075, for grading-surfacing on the Starr Creek Road-Fiechter Creek Section of FAS Route 830 in Benton County.

The surety on this project is the United Pacific Insurance Company through Alfred J. Davis Company, 2323 N. W. Flanders Street, Portland, Oregon. He will advise them that this claim has been received and will also send your claim to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

[redacted]

NOTED ON CARD

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
NOV 21 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

CWH:jf

cc: United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington
Attn: W. T. Atkins

Alfred J. Davis Co.
2323 N.W. Flanders St.
Portland, Oregon

Kenneth E. Nielsen
5220 Joan Drive North
Salem, Oregon

Mr. Jackson
Mr. Simpson

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon 97310
Attention: George Stephens

P. S. Please acknowledge receipt of this letter on the enclosed copy of this letter.

NOTED
C. W. HEAD

FILED
NOV 21 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

File # 40444

LAW OFFICES OF
DEARMOND AND SHERMAN
687 Court Street N.E.
SALEM, OREGON

ROBERT W. DEARMOND
KENNETH SHERMAN
RICHARD D. BARBER

TELEPHONE
364-2283

November 18, 1963

C. H. Maison, Auditor
Oregon State Highway Commission
Salem 10, Oregon

Dear Sir:

In accordance with Oregon Revised Statutes 279.526 and 279.528, we enclose a notice of claim by Max Hubbs, assignee of Tuss Bros. Construction Co., of Woodburn, Oregon, against the bond taken from the United Pacific Insurance Company, through Alfred J. Davis Company, 2323 N. W. Flanders Street, Portland, Oregon, for the work performed under Oregon State Highway Commission contract No. 6075 with Kenneth E. Nielsen.

Very truly yours,

DeARMOND and SHERMAN

By John A. Bryan
John A. Bryan

JAB:at
Enclosure

REFERRED TO
C. H. MAISON Auditor

RECEIVED
NOV 19 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION

Notice hereby is given that the undersigned, MAX V. HUBBS, has a claim for labor performed and materials supplied by Tuss Bros. Construction Co., Woodburn, Oregon, in hauling rock in the sum of $2,560.00 against the bond taken from the United Pacific Insurance Company, through Alfred J. Davis Co., 2323 N. W. Flanders St., Portland, Oregon, for the work of grading and surfacing the Starr Creek Road - Fiechter Cr[illegible] of FAS Route 830 in Benton County, Oregon under Oregon State Highway Commission contract No. 6075 with Kenneth E. Nielsen.

Max V. Hubbs

RECEIVED
NOV 19
STATE HIGHWAY

RECEIVED
NOV 21 1963
FOR FILING

6075

November 20, 1963

DeArmond and Sherman
Attorneys at Law
687 Court Street N.E.
Salem, Oregon

Attention: John A. Bryan

Gentlemen:

This is in reply to your letter of November 18 and the attached affidavit of Mr. Max V. Hubbs.

As requested we are attaching a certified copy of the Kenneth E. Nielsen Contract No. 6075 grading and surfacing Starr Creek Road-Fiechter Creek Section, FAS Route 830, Benton County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment
CWH:jf

LAW OFFICES OF
DEARMOND AND SHERMAN
687 Court Street N.E.
SALEM, OREGON

ROBERT W. DEARMOND
KENNETH SHERMAN
RICHARD D. BARGER

TELEPHONE
364-2283

November 18, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Re: Contract No. 6075 with Kenneth E. Nielsen

Dear Sir:

In accordance with Oregon Revised Statutes 279.512 and 279.515, we herewith submit the affidavit of Max V. Hubbs and request that you furnish to us a certified copy of Oregon State Highway Commission contract No. 6075 with Kenneth E. Nielsen and a certified copy of the bond taken from the United Pacific Insurance Company, through Alfred J. Davis Company, 2323 N.W. Flanders Street, Portland, Oregon, for the performance of the work under said contract.

Very truly yours,

DeARMOND and SHERMAN

By John A. Bryan
John A. Bryan

JAB:at
Enclosure

Dec. please handle
76

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
NOV 19 1963
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Marion)

I, MAX V. HUBBS, being first duly sworn, depose and say:

That by virtue of a general assignment executed on June 2, 1960 by John A. Tuss, Thomas M. Tuss, Clifford W. Tuss, and Donald S. Tuss, individually and as partners conducting a general construction business under the partnership name of Tuss Bros. Construction Co., Woodburn, Oregon, I am the assignee of monies due to Tuss Bros. Construction Co. from Kenneth E. Nielsen for labor furnished and materials supplied to said Kenneth E. Nielsen in connection with contract No. 6075 entered into between Kenneth E. Nielsen and the Oregon State Highway Commission;

That there is now due to Tuss Bros. Construction Co. from Kenneth E. Nielsen the sum of $2,550.00 for labor furnished and materials supplied to Kenneth E. Nielsen in connection with said contract No. 6075 and that said sum has not been paid in whole or in part.

Max V. Hubbs

Subscribed and sworn to before me this 15 day of November, 1963.

Notary Public for Oregon 7/30/66
My commission expires: ~~April 14, 1967~~

RECEIVED
OCT 25 1963
FOR FILING

S-477(1)
ROBERT W. DEARMOND
KENNETH SHERMAN
RICHARD D. BARBER
6075

LAW OFFICES OF
DEARMOND AND SHERMAN
687 Court Street N.E.
SALEM, OREGON

October 23, 1963

TELEPHONE
364-2283

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Re: Contract No. 6075
Kenneth E. Neilsen

Dear Sir:

We refer to our letter of October 15, 1963 and your letter of October 17, 1963. We will very much appreciate your advising us whether or not Mr. Neilsen has fully performed under the above contract, and, if so, we would like to know the date upon which the Commission affirmatively accepted the work.

Very truly yours,

DeARMOND and SHERMAN

By John A. Bryan
John A. Bryan

JAB:ss

Oh please reply 76

NOTED
FLOYD QUERY

RECEIVED
OCT 25 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 18 1963
FOR FILING

October 17, 1963

DeArmond and Sherman
Attorneys
687 Court Street N. E.
Salem, Oregon

Attention: Mr. Kenneth Sherman

Gentlemen:

This is in reply to your letter of October 15 concerning our Contract No. 6075 with Kenneth E. Nielsen for grading and surfacing the Starr Creek Road-Fiechter Creek Section of FAS Route 830 in Benton County.

The United Pacific Insurance Company, through Alfred J. Davis Co., 2323 N. W. Flanders St., Portland, furnished the performance bond on this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CMH:fp

LAW OFFICES OF
DEARMOND AND SHERMAN
687 Court Street N.E.
SALEM, OREGON

ROBERT W. DEARMOND
KENNETH SHERMAN
RICHARD D. BARBER

October 15, 1963

TELEPHONE
364-2283

State Highway Department
State Highway Building
Salem, Oregon

Re: Contract No. 6075-Kenneth E. Neilsen

Gentlemen:

Be advised that we represent Tuss Bros. Construction Company, a subcontractor under Kenneth E. Neilsen, the contractor named in the project numbered above, and claim the sum of $2,550.00 due from Kenneth E. Neilsen as a result of work performed by Tuss Bros. at the request of Mr. Neilsen.

We would like to be advised as to the identity of Mr. Neilsen's bondsman on this project, and we will appreciate hearing from you at your first convenience.

Very truly yours,

DeARMOND and SHERMAN

By Kenneth Sherman
Kenneth Sherman

KS:gm

C.C. please reply 76

RECEIVED
AUG 30 1963
FOR FILING

6075

August 30, 1963

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On June 27, 1963, we wrote to you concerning release of final payment on contract #6075, awarded to Kenneth E. Nielsen, for grading-surfacing the Starr Creek Road-Fiechter Creek Section of FAS Route 830 in Benton County.

Final payment on this contract is $6,214.16 and the total contract amount is $79,914.33. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Kenneth E. Nielsen
5220 Joan Drive North
Salem, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
AUG 8 - 1963
FOR FILING

August 7, 1963

Union Oil Company of California
P. O. Box 3458
Portland 8, Oregon

Attention: Mr. D. G. von der Hellen
Asst. Credit Manager

Gentlemen:

This is in reply to your letter of August 5 concerning the status of the Kenneth E. Nielsen Contract No. 6075, in Benton County.

This contract was completed June 8 and was accepted by the Highway Commission June 25, 1963.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

Union Oil Company of California

P. O. BOX 76 PORTLAND 7, OREGON

August 5, 1963.

State of Oregon
State Highway Department
Salem 10, Oregon

Mr. Floyd Query

Gentlemen:

STATE HIGHWAY CONTRACT #6075
Kenneth E. Nielsen

On March 6, 1963 your Department estimated that the contract would be completed on June 30, 1963. Will you please tell us whether the job has been completed and also whether it has been accepted.

Thank you.

Yours very truly,

D. J. vonderHaden

dvh:eac

Assistant Credit Manager

Cec,
please reply
76

RECEIVED
AUG - 7 1963
OREGON
STATE HIGHWAY COMMISSION

FORM 401 P

NOTED
C. W. HEAD

RECEIVED
JUL 23 1963
FOR FILING
6075

July 22, 1963

Alfred J. Davis Company
2323 N. W. Flanders Street
Portland, Oregon

Gentlemen:

The Kenneth E. Nielsen Contract No. 6075 for grading and surfacing the Starr Creek Road-Fiechter Creek Section on FAS Route 830 in Benton County was completed on June 8, 1963, and was accepted by the Oregon State Highway Commission on June 25, 1963.

This is in reply to your letter of July 19.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

Alfred J. Davis Company

INSURANCE BROKERS

2323 N. W. FLANDERS STREET • PORTLAND 10, OREGON

AREA CODE 503 227-2577

July 19,1963

Oregon State Highway Dept,
Salem, 10, Oregon

Gentlemen:

KENNETH E. NIELSEN
STARR CR. RD FIECHTER CR. SECTION
FAS 830 BENTON COUNTY

We would like to know if the above contract has been completed as the bond of the United Pacific Insurance Company bears an anniversary date of October 17,and we have not received a completion notice.

Thanks for your advising us.

Sincerely yours,

ALFRED J. DAVIS COMPANY

Evelyne Wipf

ew

Cc
please reply
76

RECEIVED
JUL 22 196
OREGON
STATE HIGHWAY COMMISSION

YOUR Independent Insurance AGENT
CERTIFIED INSURANCE AGENT
CIA
OF OREGON

OUR SERVICE INCLUDES A LIFE INSURANCE DEPARTMENT

NOTED
C. W. HEAD

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 6, 19 63

Section Starr Creek Road-Fiechter Creek

Highway FAS 830 County Benton

Contractor Kenneth E. Nielsen

Date of contract April 17, 19 62

Date work started May 9, 19 62

Project authorization . . . . . $ 97,598.35

Exclusive of engineering . . . . $ 90,657.93

Kind of work Grading and Paving

Section prefix 502-1057

Contract number 6075

Specified work days 90

Work days used 112

Per cent of time elapsed 124 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 80,000

Estimated per cent overrun or underrun . . . . . - 12 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 6,960.32

Engineering cost to date $ 11,900, 171 %

Date project was completed June 8, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi final estimate submitted to Division Office on Friday.

CONSTRUCTION DIVISION
RECEIVED
JUL 10 1963
NOTED

FINAL REPORT

NOTED
JOHN R. OAKES

Signed J. M. Hoover

Address 3400 Spicer Road, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.44	2.44			
Miles partially completed					
Miles completed	2.44	2.44			
Total estimated quantities (contract)	75,700 cy	32,700 cy			
Total quantities corrected to date	64,000	32,335			
Estimated quantities moved or placed to date	64,000	32,335			
Average daily quantities	2,000	1,400			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cldy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
JUN 28 1963
FOR FILING

ATTN
CUT

June 27, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6975 awarded to Kenneth E. Nielsen, for grading-surfacing the Starr Creek Road-Fischter Creek Section of FAS Route 836 in Benton County, was completed June 8, 1963, and accepted by the Highway Commission on June 25, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 5, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

da

cc: Mr. Kenneth E. Nielsen
5220 Joan Drive North
Salem, Oregon

cc:
L. H. Young
C. H. Malsen
Attn.: John Herr

RECEIVED
JUN 27 1963
FOR FILING
6075

June 26, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 8 on Contract No. 6075. The contract was with Kenneth E. Nielson and was for grading and surfacing on the Starr Creek Road-Fischter Creek Section of FAS Route 830 in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 25, 1963, and that you concur in this procedure at the Commission meeting July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

FORM E-90 50M 8-62 48908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1963

SUBJECT: Acceptance of Contract

To: Mr. L.P. Shaw
Assistant Highway Engineer

OFFICE

All work on the following contracts are satisfactorily completed. They are ready for acceptance by the State Highway Commission:

✓Contract No. 6075 with Kenneth E. Nielson for Grading and Surfacing on the Starr Cr. Rd.-Fiechter Creek Section of the FAE Route 830 in Benton County, completed June 8, 1963.

✓Contract No. 6188 with Schrader Construction Co., Inc. for Drainage Improvement on the Parkrose Section of the Sandy Blvd. and N.E. Portland Highways in Multnomah County, completed May 28, 1963.

Contract No. 6158 with G.L. Compton Co. for Rock Production on the Clarno-Fossil Section of the Shaniko-Fossil Highway in Wheeler County, completed March 12, 1963.

L. H. Young
Office Engineer

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
JUN 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1963
FOR FILING

6072

June 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 8, 1963, on Contract No. 6075, Starr Creek Road - Fiechter Creek Section, in Benton County, in connection with Federal-aid Project No. S-477 (1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:es

cc: H. S. Cox
(Completion dates only)

NOTED
Harold C. Ayers

RECEIVED
JUN 20 1963
ENGINEER
COUNTY & CITY DIVISION

Benton County Court
Corvallis, Oregon
June 10, 1963

NOTED
DON HARWELL
NOTED
H. S. COX

Oregon State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

Gentlemen:

Pertaining to the Starr Creek Road-Fischter Creek section of the Bellfountain-North County Road, FAS 830.

On June 8, 1963, the Benton County Court inspected the above section and found it acceptable.

E E Larkin, Judge
Walter Schmidt Commissioner
Melvin L. Hawkins commissioner

Benton County Court.

JUN 14 1963

RECEIVED
DEC 6 1962
FOR FILING
6075

December 5, 1962

Union Oil Company of California
P. O. Box 76
Portland 7, Oregon

Attention: Assistant Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of December 4 concerning the Kenneth E. Nielsen Contract No. 6075.

Our Construction Division informs us that this contract is approximately 82% complete. The estimated completion date is June 1, 1963.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

Union Oil Company of California

P. O. BOX 76 PORTLAND 7, OREGON

December 4, 1962.

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

KENNETH E. NIELSEN
Contract #6075

Will you please tell us whether this contract has been completed and accepted?

You will find a postage-paid envelope enclosed for your reply.

Thank you.

Yours very truly,

D. H. Vanderhellen

Assistant Credit Manager

dvh:eac
Enclosure

Cee,
please reply
to

Down for the winter
Approx 82%
Est. Compl. date June 1, 1963

RECEIVED
DEC - 5 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FORM 401 P

RECEIVED
OCT 2 1962
FOR FILE

CONSTRUCTION DIVISION
RECEIVED
SEP 27 1962

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1962

To:
Memo to the Files

SUBJECT: Starr Cr. Road-Fiechter Cr. Section
Benton County FAS 830
Contract No. 6075

The subject project calls for pit-run gravel to be used in the bottom course of base, the material to have a sand equivalent of 35 or better, and the source of the material to be obtained by the contractor. The contractor obtained a source along the bank of the Willamette River from which material had been obtained in past years to surface other county roads in this area.

The prior contracts did not have the sand equivalent specification in them. The roads constructed with this material in the past have not shown any distress due to the use of this material. When the contractor started using this material, sand equivalent tests were taken which showed the material to be non-specified material, the sand equivalent being too low. The contractor was told each time that a non-passing report was received and he moved to other portions of the pit to try to get better material but it seemed that no matter where he went in the pit we could not get passing samples.

On Monday, September 17, an inspection was made of the job by Mr. Booker and myself regarding this matter. The project was shut down at this time and the contractor was informed that something definite would have to be done before he could proceed. The Division Geologist, at my instructions, met on the site with the contractors Tuesday, September 18, and worked continuously with him through the 18th and until noon on the 19th trying to find suitable material in the pit to pass the specifications. By this time sufficient investigation was made to determine that specified material was not obtainable in this pit.

A meeting was held in this office the afternoon of September 19 regarding this matter. Present were Mr. Kenneth Nielsen, Prime Contractor; Mr. Tuma, a member of the contracting firm, who is hauling, placing and spreading this material; Mr. Klabee, Assistant Construction Engineer; Mr. Miles Hoover, Resident Engineer, and myself. Procedures were discussed as what to do concerning this matter. The contractor was informed we did not want to penalize him unduly on this job but we did want to get the required strength in the base when it was completed.

Two propositions were made to the contractor to bring the completed base to required strength and yet not have to remove any of the material he

Send copy to Porter
MF

has placed on it. At this time the contractor had 12 inches of material placed over a portion of the job and 6 inches placed over the remainder. The specified depth in the contract was 15 inches. One proposition was that the contractor find a source of specified bar-run material and complete the full 15 inches with the specified material, then at his expense add an additional 2 inches of specified material over the portion on which he had placed 12 inches of non-passing material and one inch over the portion where he had placed 6 inches of non-specified material.

The other proposition was that he place the full 15 inches of the material from the better portion of his previously acquired pit and then at his expense add an additional one inch over the specified amount of crushed material on the leveling course, making it a total of 4 inches rather than 3 inches as specified. It was deemed that both propositions would give us the strength required in the completed base.

The contractor would make no commitment at the meeting but wanted to consider the matter before stating what he would do. Yesterday, September 24, the Resident Engineer informed me that the contractor had elected to complete the 15 inches of bottom course of base from his pit and then at his expense to add the additional one inch of material in the leveling course.

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. F. B. Klaboe
Mr. G. L. Decker
Mr. H. M. Hoover

RECEIVED
SEP 28 1962
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1962
FOR FILING

Contract 6025

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

4

FC PR-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

5-16-62

STATE: Oregon

COUNTY: Benton

PROJECT NO.: S-477(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Starr Cr. Road to Fiechter Cr.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-21-61	2.4
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 95,374.00	$ 60,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

ASSISTANT State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer May 10, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

May 8, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Starr Creek Road-Fischter Creek Section, Project No. S-477(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:jb

April 23, 1962

Mr. C.G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Starr Creek Road-Fischter Creek Section, Project No. 3-477(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:cr

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-477(1)

STARR CREEK ROAD-FISCHER CREEK SECTION

OF FAS ROUTE 830 IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 23, 1962

Type Code 2010
Roadway (Sta. 10+00 to Station 139+00)(Contract No. 6075)

Clearing and Grubbing	All Required			$14,150.00
Drainage Excavation, Unclassified	160	cu.yds.	$ 2.50	400.00
General Excavation, Unclassified	75,700	cu.yds.	0.25	18,925.00
Short Overhaul	156,000	yd.stas.	0.02	3,120.00
Long Overhaul	950	C-yd.stas.	0.40	380.00
Finishing Roadbed and Slopes	2.44	miles	1,000.00	2,440.00
12-inch Concrete Pipe	270	lin.ft.	3.00	810.00
18-inch Concrete Pipe	400	lin.ft.	4.00	1,600.00
24-inch Concrete Pipe	66	lin.ft.	7.00	462.00
36-inch Concrete Pipe, Extra Strength	150	lin.ft.	13.00	1,950.00
Pit-Run Gravel in Base	27,800	cu.yds.	0.99	27,522.00
3/4" - 0 Material in Base	4,900	cu.yds.	2.55	12,495.00
Sprinkling	2,150	M-gals.	1.00	2,150.00
				$86,404.00
Flagging (57½¢ of Contractor's Cost)	All Required			300.00
	Subtotal			$86,704.00
	10% Engr. & Cont.			8,670.00
	Total			$95,374.00

Length of Roadway . . . . . 2.443 miles
Cost of Roadway per mile $39,039.70

Federal Funds	$60,000.00
State Funds	17,687.00
County Funds	17,687.00
	$95,374.00

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

Funds for Maint.: Chap. 529, Laws 1939

RECEIVED
MAY 4 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
S. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 4, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6075, awarded April 17, 1962, to Kenneth E. Nielsen for grading-surfacing Starr Creek Road-Fiechter Creek Section of FAS Route 830 in Benton County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 3 1962
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

6075

Mr. Kenneth E. Nielsen
5220 Joan Drive North
Salem
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6075, awarded April 17, 1962, for grading-surfacing the Starr Creek Road-Fiechter Creek Section of FAS Route 830 in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

FORM E-122

RECEIVED
APR 23 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 20, 1962

Mr. Kenneth E. Nielsen
5220 Joan Drive North
Salem
Oregon

Dear Sir:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6075, awarded April 17, 1962, for grading-surfacing on the Starr Creek Road-Fiechter Creek Section of FAS Route 830 in Benton County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 2, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

PS: Just a reminder to have your signature read the same as your name is given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
J. D. Walker
Res. Engineer
Frank Morgan

xxxxxxxxxxxxxxxx

NOTED
H. S. COX

NOTED
DON HARWELL

April 23, 1962

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $19,500 for the Starr Creek Road-Fiechter Creek Section of FAS 830. Contract No. 6075 has been awarded to Kenneth E. Nielsen, Salem, Oregon.

A copy of the contract and another set of plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-17-62	CC-749		502-1057-297

NOTED
DON HANWELL

INVOICE NUMBER **74063**

- Benton County
- Corvallis, Oregon
- Attn: County Court
-

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$19,500.00
Partial transfer county advance deposit for Starr Creek Road-Feichter Creek Section, FAS 830. Covered by agreement dated March 2, 1962.			14,500.00
To be retained			$ 5,000.00

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

RECEIVED
APR 18 1962
ENGINEER
COUNTY & CITY RELATIONS

By _____

A 150 (REVISED 7-60)

NOTED
U.S. CO...

Salem, Oregon
April 17, 1962

NOTED
DON HARWELL

Advance Deposit
Benton County

Mr. C. H. Maison
O F F I C E

ATTENTION: Mr. John Herr

NOTED
...OTED
...R. JONES

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

Attached is Benton County's advance deposit in the amount of $19,500 which represents the county's share for construction of the Starr Creek Road-Feichter Creek Section of FAS 830.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

Salem, Oregon
April 17, 1962

Mr. L. H. Young
Office Engineer
Building

Starr Creek Road-Feichter Creek Section
FAS 830, Benton County

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

Benton County's advance deposit in the amount of $19,500 has been received and the project is clear for award.

V. R. Jones
County & City Relations Planning Engineer

VRJ:ma

cc: Mr. R. L. Porter

xxxxxxxxxxxxxx

NOTED
DON HARWELL

April 13, 1962

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Gentlemen:

On April 11, a satisfactory low bid was received from Kenneth E. Nielson of Salem for construction of the Starr Creek Road-Feichter Creek Section of FAS 830. As per agreement between the County and State, the following advance deposit is required of the County prior to awarding the contract:

Bid Items	$86,404.00
Additional Items	
Flagging and Mail Boxes	350.00
Engineering & Contingencies, 12-1/2%	10,844.25
Estimated Total Cost - - - - - - - -	$97,598.25

County Advance Deposit:
20% of $97,598.25 - - - - - - - - - $19,519.65 - or say $19,500

Please make this deposit by means of a check or warrant in the amount of $19,500 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Money Rec'd
+ Contract awarded

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm

RECEIVED
APR 17 1962
FOR FILING

April 17, 1962

Mr. Kenneth E. Nielsen
5220 Joan Drive North
Salem, Oregon

Dear Sir:

The State Highway Commission on April 11, 1962, accepted your proposal for grading and surfacing the Starr Creek Road-Fiechter Creek Section of FAS Route 830 in Benton County for the sum of $86,404.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 6075.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone call to you of this date.

Yours very truly,

NOTED
J. Mc C.

fp

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attn: News Room

Daily Journal of Commerce
83 Columbia Street
Seattle 4, Wn.
Attn: Lowell Richards

R. G. Savage (SIAC)
Frank Morgan
L. H. Young

Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Wn. Attn: Dorothy McCormack

RECEIVED
APR 16 1962
FOR FILING

April 13, 1962

Mr. Kenneth E. Nielsen
5220 Joan Drive, North
Salem, Oregon

Dear Sir:

The State Highway Commission on April 13, 1962, accepted your bid in the amount of $86,404.00 for grading and surfacing on Starr Creek Road-Fiechter Creek section of FAS Route 8.0 in Benton County, which was the low bid received for that job on April 11, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
V. R. JONES

NOTED
DON HARWELL

3-29-62 NOT

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
JOHN D. GRAHAM

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-477(1)

Highway No. FAS 830

Name of Project Starr Creek Road-Fiechter Creek Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Corvallis, Oregon, this 29 day of March, 1962.

Benton County Court

E. E. Parkins
Judge

Walter Schmidt
Commissioner

Milvin L. Hawkins
Commissioner

3. Copies to
Salem 4-2-62
V J.

RECEIVED
APR - 1 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAR 12 1962
FOR FILES

March 12, 1962

County Court of Benton County
Court H use
Corvallis, Oregon

Gentlemen:

We are enclosing for the records and files of Benton County a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and Benton County covering the Starr Creek Road-Flechter Creek Section of the Bellfountain-North County Road in Bent on County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
APR 4 1962
FOR FILING

MISC. CONTRACTS and AGREEMENTS

5-477(1)

Salem, Oregon
March 12, 1962

Agenda Item 4-1-1

Mr. H. S. Cox
Engineer City & County Relations
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Cooperative Construction Agreement
Starr Creek Road-Fiechter Section
Bellfountain-North County Road
FAS 830, Benton County.

Attached is a conformed copy of a construction agreement with Benton County covering the Starr Creek Road-Fiechter Section of Bellfountain-North County Road, FAS 830, Benton County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Benton County.

Secretary

rn
Attach: 1

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
E. E. LARKIN

COMMISSIONERS
WALTER SCHMIDT
MELVIN S. HAWKINS

February 19, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

NOTED
V. R. JONES

H. S. Cox, County-City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Please be advised that after due consideration the Benton County Court has decided to proceed with the Starr Creek Road Feichter Creek section, Bellfountain North County Road, as per plans and specifications now in your possession.

Respectfully,

BENTON COUNTY COURT

Walter Schmidt
Walter Schmidt
Commissioner

s/s

Copy to O'Neil
2-20-62
V.J

On April 11, Letting.

RECEIVED
FEB 20 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
FEB 15 1962
FOR FILING

February 13, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the next Commission meeting will be the matter of a Cooperative Construction Agreement with Benton County covering the Starr Creek Road-Fiechter Creek Section on FAS Route 830. This section is approximately halfway between Philomath and Bellfountain. It is planned to advertise this project in April.

You previously approved this project on November 3, 1960 and it is recommended that this agreement have your favorable consideration and that the Secretary be authorized to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
H. S. Cox

RLP:ajw jw

FORM E-30 BOM 2-61 34997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1962

To: Mr. R. L. Porter
Assistant State Highway Engineer

SUBJECT: Cooperative Construction Agreement
Starr Creek Road-Fiechter Creek Section
Bellfountain-North County Road
FAS 830, Benton County

Attached are three copies of an agreement covering the above subject project. Two copies have been signed by the proper officials of the Benton County Court and may now be presented to the Highway Commission for approval and certification by the Secretary. Both of these copies require your signature of approval.

This project was approved previously by the Highway Commission November 3, 1960.

Donald N. Harwell
Mapping & Records Engineer
County & City Relations Division

DNH:eb
Att.

1-24-62

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S 477 (1)

Highway No. FAS 830

Name of Project Starr Creek Road-Fiechter Creek

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Benton County Courthouse, Oregon, this 24 day of Jan, 1962.

Benton County Court

B B Jarkins
Judge

Walter Schmidt
Commissioner

Melvin L Hawkins
Commissioner

12-15-61

Owen Turner notified and will put this job on schedule for April 11. We have signed agreement.

V. J.

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HAR

Judge Larkin advised by phone 1-31-62 that Job would probably be on April 11 setting.

V. J.

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
R. H. PRANGE

IN THE COUNTY COURT OF THE STATE OF OREGON FOR THE COUNTY OF BENTON

In the Matter of Altering, Straightening and Widening County Route No. 1, also known as Bellfountain Road.

RESOLUTION

WHEREAS, the County Court of Benton County, Oregon, deems it expedient that a portion of County Route No. 1 be altered, straightened and widened along the hereinafter described route, and that public necessity exists therefore, to-wit: that a portion of the present traveled road is too narrow, and that it is necessary to widen and straighten said road in order to do any improving thereon,

NOW, THEREFORE, BE IT RESOLVED that said Court does hereby declare its intention to establish a county road 60 feet wide, plus sufficient width for cuts and fills, the centerline of which is as follows:

Beginning at a point on the claim line 1599.5 ft. [illegible] 0° 32½' west of the northwest corner of the Elizabeth Herbert D.L.C. No. 41 in Township 13 S., Range 5 W., Willamette Basin and Meridian, said point at a point in the center of the present county road 1331.3 ft. south 85° 02½' west of the southwest corner of the John Riggs D.L.C. No. 43, said township and range.

BE IT FURTHER RESOLVED AND ORDERED that the County Surveyor of said County, give notice of this resolution by posting true copies thereof as follows: One upon the bulletin board at the County Courthouse in said County, and one at each of three public places in the vicinity of said described road where the same will be plainly visible; and by mailing like copies to each record owner of land on or upon which any proposed road or portion thereof is to be established, at the last known address of such record owner. Said notices shall be posted and mailed at least thirty days prior to the further consideration of said matter by said Court.

BE IT FURTHER ORDERED that this matter be presented and further considered at the next term of said Court, to-wit: Monday, the 2nd day of January, 1962, at the hour of 10:00 o'clock A. M. of the County Courthouse of said County; and at that time an order be made directing the County Road Viewers to view, survey if necessary, and establish the road and report to [illegible] sustained, and file its report with the County Court; and that said report be read at a public hearing on two different days, and

(NOTE: It is unnecessary for the property owners to be present at the meeting on January 22, 1962. After the road viewers' report is in, each property owner will be notified by postcard of the date and time of the public meeting to be held to discuss the construction of bridges.)

That at any time prior to the expiration of the day on which said report is publicly read for the second time, any person whose lands are directly affected may file a petition for damages; and any freeholder residing within the road district, which existed where said road is proposed to be established, may file a remonstrance against the proposed establishment, and

That the Court shall have the power for good and sufficient reasons to overrule and deny any objections or remonstrances which may be filed.

Dated at Corvallis, Oregon, this 15th day of December, 1961.

E B Parkhurst
County Judge

Walter Schmidt
Commissioner

Melvin L. Hawkins
Commissioner

STATE OF OREGON)
County of Benton) ss.

I, RALPH P. SCHINDLER, County Clerk of Benton County, State of Oregon, and ex-officio Clerk of the Benton County Court of said County and State, do hereby certify that I have compared the foregoing copy of Resolution in the matter of altering and widening County Route No. 1 with the original thereof, now filed in my office; that the same is a true and correct transcript therefrom and from the whole of such original, and that I am the legal custodian of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Benton County Court, this the 15th day of December, 1961.

RALPH P. SCHINDLER, County Clerk

By_____ Deputy

NOTED
H. S. COX

August 10, 1961

NOTED
V. R JONES

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Starr Creek Road-Fischter Creek Section of FAS 830.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $128,400, however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, have the County Clerk attest, with seal, and return both signed copies to this office. After approval of the project by the Highway Commission and certification by the Secretary, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than September 8.

It is presently planned to accept bids for this project on September 13, 1961. However, the certificates signed by the Court, that all right of way has been acquired, must be furnished before the project can be advertised. Three copies of the certificate are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:djb
Encl.

Starr Cr. Road – Feichter Creek

Benton County

(County acquiring by Resolution

NOTED
H. S. COX

July 13, 1961

NOTED
Harold C. Ayers

Benton County Court
Courthouse
Corvallis, Oregon

FAS 830

NOTED
V. R. JONES

Gentlemen:

Enclosed are eight original option forms in triplicate covering right-of-way to be acquired in connection with the Starr Creek Road-Fiechter Creek Section of the Bellfountain North County Road in Benton County. Also enclosed are three copies of Map No. 8B-23-1 covering the same area.

Please return a signed or conformed copy of each option to this office so that we may inform our engineers of the conditions, if any, on each transaction.

The enclosed options are as follows:

File No.	Name	Area
33627-A	Earl L. & Ruby C. Gillaspie	0.07 acres
" -B	Clark & Ardell M. Dinwiddie	1.2 "
" -C	Sarah A. Currier Estate (cc No. 3176)	3.7 "
" -D	James R. & Dorothy Buchanan	0.1 "
" -E	Ethel R. Hughes (?)	0.01 "
" -F	E. F. & Ida Belle Pankalla	1.0 "
" -G	Henry C. Caboll	0.04 " , P-1
		3.4 " , P-2
33627-H	Ray Logan, et al	3.7 "

Very truly yours,

W. C. Williams
State Highway Engineer

By

Reviewed in Person
7-13-61
V.R.J.

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

County acquiring by resolution
V. R. J(m)

FORM E-50 80M 3-61 84207

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 11, 1961
Salem, Oregon

SUBJECT: Options
Starr Creek Road-Fiechter Creek Sec.
Bellfountain North County Road

To: C. G. Swenson
County-City Relations
O F F I C E

Attached you will find 8 corrected option forms in quadruplet covering right of way to be acquired in connection with Starr Creek Road-Fiechter Creek Section of Bellfountain North County Road in Benton County. This contract is scheduled for letting August 29, 1961.

The headings on these option forms has been corrected from "Fletcher Creek" to"Fiechter Creek."

Please return a signed or conformed copy of each option to the Oregon State Highway Department so that we can inform the Engineers of the conditions, if any, on each transaction.

Maps covering this were forwarded to you on July 10, 1961.

33627-A	Earl L. & Ruby C. Gillaspie	0.07	acre	
-B	Clark & Ardell M. Dinwiddie	1.2	"	
-C	Sarah A. Currier Estate(C.C. No. 3176)	3.7	"	
-D	James R. & Dorothy Buchanan	0.1	"	
-E	Ethel R. Hughes(?)	0.01	"	
-F	E. F. & Ida Belle Pankalla	1.0	"	
-G	Henry C. Cabell	0.04	"	p-1
		3.4	"	p-2
33627-H	Ray Logan, et al	3.7	"	

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC
blr
enc. 8 corrected option forms

cc: J. D. Walker
E. J. Benner

RECEIVED
JUL 12 1961
ENGINEER
COUNTY & CITY RELATIONS

To County 7/13/61
VJ

NOTED
Harold C. Ayers

NOTED
C. G SWENSON

MEMO TO J. W. NASH
6/8/61

FAS 830, BENTON COUNTY

TERMINI: From a junction with Starr Creek Road on the north end to a point 5.0 miles north of Bellefountain near Fletcher Creek (Starr Creek Road-Fletcher Creek).

PROPOSED WORK: Grade, drain, and place stone surfacing through a leveling course.

PROJECT LENGTH: 2.44 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$127,000	$76,200	$25,400	$25,400 (Co.)

EXISTING FACILITIES: 14' light gravel on a 20' roadway.

ADJACENT SECTIONS:
NORTH END: Bituminous surface 18' wide with 5' shoulders.
SOUTH END: 14' gravel on 20' roadway.

PROJECT DATA: The proposed project is to grade, drain, and place a stone surfacing to a width of 28'. Constructing a 20' 0-11 oil mat will be done under a future project or with county forces.

ROW:	60' minimum
ACCESS CONTROL:	NOne
RR [redacted] XING	None
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
MINIMUM DESIGN STANDARDS:	No exceptions.
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 830 serves both highly developed diversified farming country and also timberlands. Carries farm to market traffic and some log hauling and is a school bus and mail route.

VRJ:mm

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED

RECEIVED
NOV 25 1960
ENGINEER
COUNTY & CITY RELATIONS

LOCATION PROSPECTUS
STARR CREEK ROAD-FLETCHER CREEK SECTION
COUNTY ROAD, FAS 830
BENTON COUNTY

11-22-60

The following prospectus is submitted concerning the above-mentioned section of Bellfountain North, FAS 830, which is a county road on the Federal Aid Secondary System. The northerly terminus is at Starr Creek Road approximate M.P. 8.20, which is 0.3 mile south of FAS 206. The southerly terminus is approximately 2.5 miles south of the beginning point; 0.6 mile south of Fletcher Creek on FAS 830. The overall length of the project is 2.5 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and base surfacing on revised alignment. Reconnaissance is not necessary. Soils investigation will be conducted and there are no special drainage problems or major stream crossings. An economic analysis is not needed at this time.

The existing 1959 ADT is 125 and the projected 1979 ADT is 200. Maximum grade and curvature will be determined by survey. The typical section will be two 10-foot travel lanes with 4-foot shoulders. Base surfacing will be placed to a top width of 28 feet with future oil mat wearing surface being applied at a future date. Deviations from State and Federal standards are not anticipated.

The rise and fall of the existing facility is approximately 250 feet. The central angle data is not availabe. The rise and fall and the central angle data for the proposed alignment will be determined by survey.

The tentative base design by G. L. Decker is:

Wearing Surface	1¼"
Top Course, Base	3 "
Bottom Course, Base	10 "
Total Depth	14¼"

(Base design subject to change after completion of soils investigation.)

Materials are available from county or local commercial sources.

This will be a two lane highway with no control of access. There are no interchanges or railroad crossings.

11-22-60

Agreements with Benton County will be necessary

There are no State parks or roadside rest areas affected by this project.

November 22, 1960

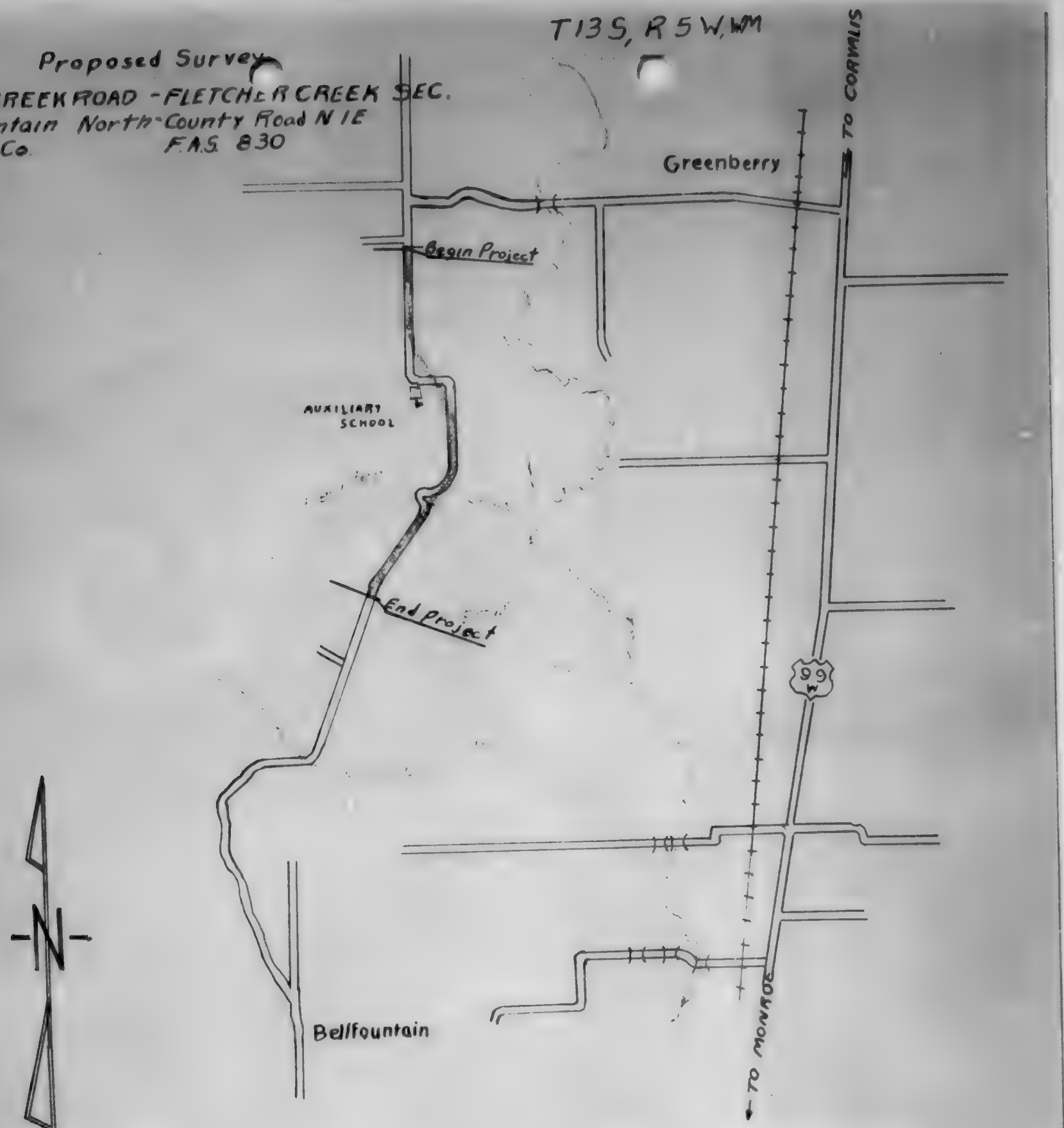
Attach.

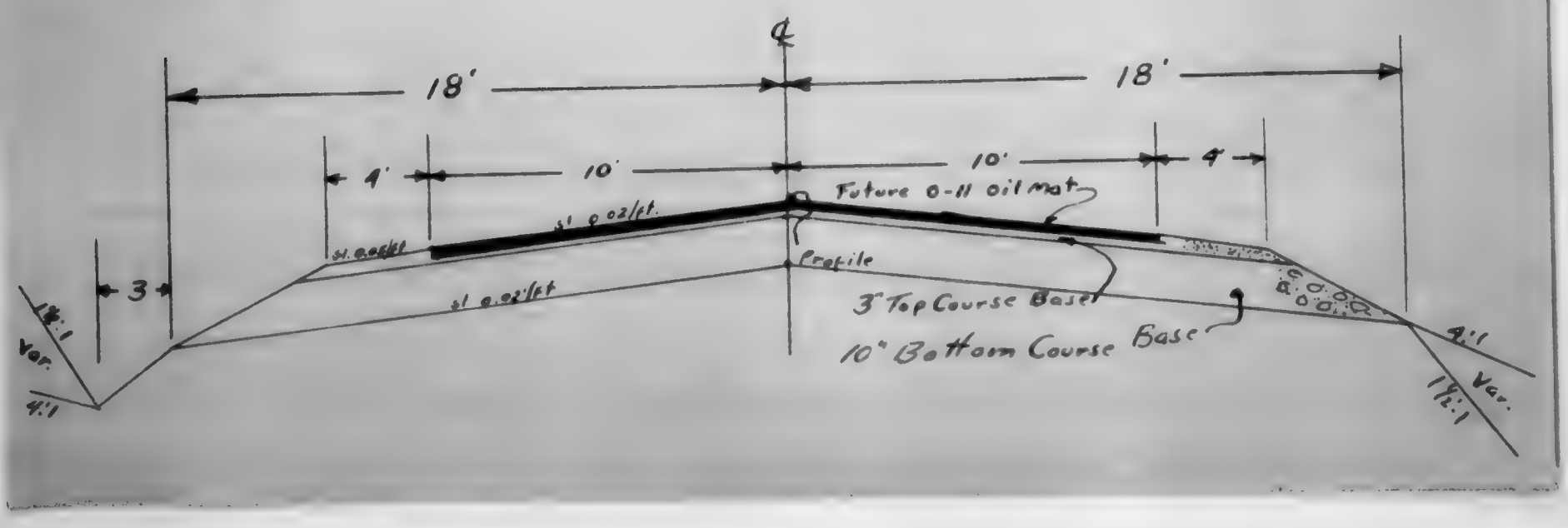
cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

Proposed Survey

STAR CREEK ROAD - FLETCHER CREEK SEC.
Bellfountain North - County Road N IE
Benton Co. F.A.S. 830

T13S, R5W, WM





BENTON COUNTY
PROPOSED PROJECTS

10-13-60

FAS 578, Martins Lake Road: Bundy Bridge over Long Tom River, $48,000. The proposed project is to construct a bridge slightly upstream from the existing structure. The County has requested that concrete piling be used in a desig similar to the structures built over Muddy Creek in 1959 on FAS 207. The bridge is to be 26' in width. The County will construct road connections and approaches and the existing bridge will remain in place to provide a detour. Removal of the existing bridge will not be required.

✓ FAS 830, County Road No. 1E: Star Creek Road-Fletcher Creek Section, grading and surfacing, 2.5 miles, $110,000. The proposed project is for grading and placing base surfacing to a top width of 28 feet. There will be a short section of realignment in the vicinity of Auxiliary School and also at Fletcher Creek. Placing of the 20' oil mat wearing surface will follow under a future project.

60-h
10/13/60

Approved 11-3-60

F-330(1) Tenth St.-Highbanks Sec., Eugene-Springfield Hwy. in Springfield (Grad.) 1963

#6076 [redacted]

C&A
2501

RECEIVED
MAR 13 1964
FOR FILING

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 11, 1964

Interstate Tractor and Equipment Co.
2855 N. E. Front Avenue
Portland 10, Oregon

Attention: Mr. Ralph L. Hummel
Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of March 9 and attached claim stating that Hamer Corporation owes you $14,102.37 for materials and miscellaneous parts. Your claim states that this is in connection with State Highway Contract No. 6076 with Hamer Corporation for grading 10th St.-Highbanks (Springfield) section of the Eugene-Springfield Secondary Highway in Lane County.

The surety on this project is United Pacific Insurance Company, through Mansfield & Co., Portland. We will advise them of the receipt of your claim.

We are sending your claim to the Secretary of State for filing.

Please inform us when the claim has been paid so that we may clear our records.

File # 4076

FILED
MAR 12 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 12 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

C. W. Head.

By C. W. Head, Asst. Secretary

Enc.
CC:
United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn: W. T. Atkins

Mansfield & Co.
[illegible] S. W. 5th Ave.
Portland 1, Oregon

Hamer Corporation
3600 N. E. 77th Ave.
Portland 20, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

RECEIVED
MAR 13 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
dc

Interstate Tractor and Equipment Co.

March 5, 1964

2855 N.W. Front Avenue
Portland 10, Oregon
phone CA 8-2333

EUCLID
Crawler Tractors
Scrapers
Rear Dumps
Bottom Dumps
Loaders

State of Oregon
State Highway Dept.
Salem 10, Oregon

Attention: Mr. Floyd Query
Secretary

Gentlemen:

We enclose, in duplicate, our notice of claim against the surety of Bauer Incorporated for filing as prescribed in ORS 279.526.

Will you please acknowledge this filing when it is complete. Thanks for your cooperation.

Cordially yours,

Ralph L. Hamm
Treasurer

Ralph L. Hamm
mb

Encl:

Please handle
-76

NOTED
FLOYD QUERY

RECEIVED
MAR - 6 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Interstate Tractor and Equipment Co.

March 5, 1964

2855 N.W. Front Avenue
Portland 10, Oregon
phone CA 8-2333

EUCLID
Crawler Tractors
Scrapers
Rear Dumps
Bottom Dumps
Loaders

To: Oregon State Highway Department

Notice hereby is given that the undersigned, Interstate Tractor and Equipment Company, has a claim for labor and materials consisting of Euclid and miscellaneous parts furnished by both our Portland and Eugene Parts and Service Departments, in the sum of ($14,102.37) fourteen thousand one hundred two and 37/100 dollars against the bond taken from Hamer Corporation and the United Pacific Insurance Company through Mansfield and Company, for the work described as Contract No. 6076, for grading on 10th Street Highbanks (Springfield) Section of the Eugene - Springfield secondary highway in Lane County, Oregon.

INTERSTATE TRACTOR AND EQUIPMENT COMPANY

By Ralph L. Hall
Treasurer

RECEIVED
MAR - 6 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 3 - 1964
FOR FILING
6076

March 2, 1964

Interstate Tractor and Equipment Company
2855 N. W. Front Avenue
Portland 10, Oregon

Attention: Ralph L. Hummel
Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of February 29 stating that Hamer Corporation owes you for supplies (amount not stated) while work was in progress on our project No. 6076 near Springfield.

This appears to be in reference to Hamer Corporation, Contract No. 6076, for grading on 10th St.-Highbanks (Springfield) Section of the Eugene-Springfield Secondary Highway in Lane County. This contract was completed July 26, 1963 and was accepted by the Highway Commission on October 7, 1963.

The United Pacific Insurance Company through Mansfield and Co., 1975 S. W. 5th Avenue, Portland 1, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within 6 months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedures.

In the interim this information will be noted in our records and we will advise the surety and contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachment
cc: United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

NOTED ON CARD.

Mansfield and Company
1975 S. W. 5th Avenue
Portland 1, Oregon

Mr. Jackson
Mr. Simpson

Hamer Corporation
5609 N. E. 77th Avenue, Portland 20, Oregon

Interstate Tractor and Equipment Co.

2855 N.W. Front Avenue
Portland 10, Oregon
phone CA 8-2333

EUCLID
Crawler Tractors
Scrapers
Rear Dumps
Bottom Dumps
Loaders

February 29, 1964

Oregon State Highway Dept.
Salem, Oregon

Subject: Hamer Corporation

Gentlemen:

We wish to officially notify you that it is our intention to file against the bond of the subject company for supplies and services furnished to Hamer Corporation and remaining unpaid while work was in progress on your Project '6076 near Springfield.

Our claim is to be filed against the United Pacific Insurance Company.

Cordially yours,

Ralph L. Hummel
Treasurer

Ralph L. Hummel
mb

cc: Mr. G. Lyons
United Pacific Ins. Co.

Cle
If they have not filed with us we should advise them how to do so
76

RECEIVED
MAR - 2 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
FEB 5 - 1964
FOR FILING

6076

January 21, 1964

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. A. T. Atkins

Gentlemen:

Attached is a copy of a claim in the amount of $425.00 which has been filed with the Secretary of State by Inter-City Construction Co. for labor, equipment and machinery furnished to Hamer Corporation.

This appears to be in connection with State Highway Contract No. 6076 with Hamer Corporation for grading on 10th St.-Highbanks Section (Springfield) on the Eugene-Springfield Secondary Highway in Lane County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Mansfield & Co.
1975 S. W. 5th Avenue
Portland 1, Oregon

NOTED ON CARD
dc

Hamer Corporation
9609 N. E. 77th Ave.
Portland 20, Oregon

Commissioners

CWH:fp

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

January 20, 1964

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

We have received from Darst B. Atherly, c/o Thwing, Ferris, Atherly & Butler, Attorneys at Law, 106 Lumberman Building 883 Oak Street, Eugene, Oregon 97401, and filed as of this date, a notice of claim by Inter-City Construction Co., for labor, equipment and machinery furnished to Hamer Corp. for the rental and transportation of a lot roller, which was used by the Hamer Corp. in connection with work done on a state highway to be located between the "Q" Street Freeway and the McKenzie Highway, all near Springfield, Lane County, Oregon. The work was done under Contract No. 6076, in the sum of $425.00 against the bond taken from the Hamer Corp., principal and United Pacific Insurance Company, surety for the work on said highway job.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By
Public Records Section

IH:FK
Enc.

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JAN 21 1964
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: THE STATE OF OREGON

NOTICE IS HEREBY GIVEN that the undersigned, INTER-CITY CONSTRUCTION CO., has a claim for labor, equipment and machinery furnished to HAMER CORP. for the rental and transportation of a lot roller, which was used by the Hamer Corp. in connection with work done on a state highway to be located between the "Q" Street Freeway and the McKenzie Highway, all near Springfield, Lane County, Oregon. The work was done under Contract No. 6076.

The total sum of the claim is $425.00 against the bond taken from the Hamer Corp. as principal, and United Pacific Insurance Company as surety, for the work on said highway job.

Dated this 15th day of January, 1964.

INTER-CITY CONSTRUCTION CO.

By _____
Its President

File # 4063
FILED
JAN 20 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 17 1964
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 15, 1964

Hamilton and Thoms, Inc.
P. O. Box 726
Eugene, Oregon

Gentlemen:

This will acknowledge your claim letter of January 10 stating that Hamer Corporation owes you approximately $1,067.69 retained percentage on your subcontract for drainage excavation, Class A Concrete, and Metal Reinforcing. You state that the exact amount would be subject to the Engineer's final quantities.

From the description given, it appears that the contract to which you refer is our Contract No. 6076 awarded to Hamer Corporation for grading on 10th Street-Highbanks (Springfield) Section of the Eugene-Springfield Highway in Lane County. This contract was completed on July 26, 1963, and accepted by the Highway Commission on October 7, 1963.

The surety on the project is the United Pacific Insurance Company through Mansfield and Company, 1975 S. W. 5th Avenue, Portland 1. We will advise them that your claim letter has been received, and we will also send your letter to the Secretary of State for filing.

When your claim has been paid, please let us know so we can clear our records.

File # 4061
FILED
JAN 16 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 16 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

United Pacific Insurance Co., PO Box 1216, Tacoma, Wn.
Mansfield and Company
Hamer Corp., 5609 NE 77th Ave., Portland 20, Ore.
Hon. Howell Appling, Jr., Secretary of State
P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

HARRY I. HAMILTON
HARRY THOMS
WILLIAM T. PECKHAM
W. A. PALMATEER

Hamilton & Thoms, Inc.

CONTRACTORS AND ENGINEERS
PHONE 343-2571
P. O. BOX 726
EUGENE, OREGON

ADDRESS REPLY TO

January 10, 1964

Oregon State Highway Commission
Salem, Oregon

Re: Hamer Corporation
OSHC Contract #6076
Grading 10th Street, High Banks Road (Springfield) Section Eugene-Springfield Highway, Lane County

Gentlemen:

We wish to inform you that we have approximately $1067.69 retained percentage on our sub-contract with the above named corporation for work done on Items:

#2 Drainage Excavation

#15 Class A Concrete

#16 Metal Reinforcing

The exact amount would be subject to the Engineer's final quantities.

It is our understanding that this project was accepted on October 7, 1963, and we take this means to file a claim on any monies due the Hamer Corporation on this contract.

Yours very truly,

Harry I. Hamilton

Harry I. Hamilton, President
HAMILTON & THOMS, INC.

NOTED
FLOYD QUERY

HIH:nrd

RECEIVED
JAN 13 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 26 1963
FOR FILING

6076

December 24, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: Mr. W. T. Atkins

Gentlemen:

Attached is a copy of a claim in the amount of $3,013.65 which has been filed with the Secretary of State by Howard-Cooper Corporation for tractor parts, repairs and rental furnished to Hamer Corporation.

This appears to be in reference to the Hamer Corporation Contract No. 6076 for grading on 10th Street-Highbanks (Springfield) Section of the Eugene-Springfield Secondary Highway in Lane County.

We provide this information as your company is listed as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkm
cc Mansfield & Company
1975 SW 5th Avenue
Portland 1, Oregon

Howard-Cooper Corp.
P. O. Box 3704
Portland 8, Oregon

Hamer Corp.
5609 NE 77th Ave.
Portland 20, Oregon

Commissioner

NOTED ON CARD
D. Cook C.H.

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

December 20, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Sir:

We have received from Wm. O. Fredericks, Assistant Credit Manager, Howard Cooper Corporation, 8501 N. E. Killingsworth, P. O. Box 3704, Portland 8, Oregon, a notice of claim by Howard Cooper Corporation for tractor parts, repairs and rental against the bond taken from Hamer Corporation, principal and the United Pacific Insurance Company in the sum of $3,013.65 for the work of Oregon State Highway Department, Contract 6076, Eugene, Springfield Highway, Section; 10th St., High Banks (Springfield_), Federal Aid F-330 (1).

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo A Stephens
Public Records Section

GS:FK
Enc.

NOTED
FLOYD QUERY

RECEIVED
DEC 2 3 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

HOWARD COOPER

December 19, 1963

Howell Appling, Jr.
Secretary of State
Salem, Oregon

and

United Pacific Insurance Company
Rust Building
Tacoma, Washington

Re: Hamer Corporation

Gentlemen:

Notice is hereby given that the undersigned, Howard-Cooper Corporation, an Oregon Corporation, having its principal place of business at 5501 N. E. Killingsworth, Portland 20, Oregon, has a claim for

Tractor parts and repairs

In the total sum of $3,013.65

against the bond taken from the Hamer Corporation and the United Pacific Insurance Company, for the work of Oregon State Highway Department, Contract 6076, Eugene, Springfield Highway, Section; 10th St., High Banks (Springfield), Federal Aid Project F-330 (1).

File # 4054
FILED
DEC 20 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

HOWARD-COOPER CORPORATION

Wm. O. Fredericks
Assistant Credit Manager

RECEIVED
DEC 20 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 19 1963
FOR FILING

(1)

6076

December 18, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: W. I. Atkins

Gentlemen:

Attached is a copy of a claim in the amount of $8,881.56 which has been filed with the Secretary of State by Standard Oil Company of California, Western Operations, Inc., for petroleum products furnished to Hamer Corporation.

The claim states this is in reference to the Hamer Corporation, State Highway Contract No. 6076, grading on 10th St.-Highbanks (Springfield) of the Eugene-Springfield Secondary Highway in Lane County.

We provide this information as your company is listed as surety on the performance bond on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

cc: Mansfield & Company
1975 S. W. 5th Avenue
Portland 1, Oregon

Hamer Corporation
5609 N. E. 77th Avenue
Portland 20, Oregon

Koerner, Young, McColloch & Dezendorf
Attorneys at Law
Eighth Floor, Pacific Building
Portland 4, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

December 13, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

We have received from R. E. Hsnson, Regional Credit Manager of Standard Oil Company of California, Wester Operations, Inc. 520 S. W. Yamhill Street, Portland, Oregon 97207 and filed as of this date, a notice of claim by Standard Oil Company of California, Western Operations, Inc., for materials, namely petroleum products furnished by it to Hamer Corporation in tne amount of $8,881.56, against the bond taken from Hamer Comporation, principal and United Pacific Insurance Co., surety for the work of grading 10th Stret--Highbanks Springfield Section of the Eugene-Springfield Secondary Highway, Job. No. F 3301, Contract No. 6076.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo A Starkovich
Public Records Section

GS:FK
Enc.

RECEIVED
DEC 17 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
EIGHTH FLOOR, PACIFIC BUILDING
PORTLAND 4, OREGON
CAPITOL 6-6151

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
MARSHALL C. CHENEY, JR.
RICHARD S. BORST
DOUGLAS H. STEARNS
GEORGE L. WAGNER
KENNETH M. JUDD
KAYE C. ROBINETTE
STANLEY R. LOEB
MICHAEL G. HOLMES
JAMES V. HURLEY
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
THOMAS E. CURRAN, JR.
THOMAS L. LODGE

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 - 1950

December 12, 1963

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Clerk, Oregon State Highway Commission
State of Oregon
Salem, Oregon

Dear Sir:

Pursuant to the provisions of ORS 279.526, we are transmitting herewith a claim of Standard Oil Company of California against the bond taken in connection with Contract No. 6076 of the Oregon State Highway Department.

Very truly yours,

J. C. DeFranco

Enclosure

Please handle
J.C.

NOTED
FLOYD QUERY

RECEIVED
DEC 13 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

520 S.W. YAMHILL STREET PORTLAND OREGON 97207

TELEPHONE CAPITOL 3-4161

R. E. HANSON
REGIONAL CREDIT MANAGER
R. D. TAGGART
ASSISTANT REGIONAL CREDIT MANAGER

December 12, 1963

To the Secretary of State of Oregon
and the Auditor of the Oregon State
Highway Commission

Notice is hereby given that Standard Oil Company of California, doing business as Standard Oil Company of California, Western Operations, Inc., has a claim for materials, namely petroleum products furnished by it to Hamer Corporation in the amount of $8,881.56, against the bond taken from Hamer Corporation as Principal, and United Pacific Insurance Co. as Surety, for the work of grading 10th Street - Highbanks Springfield Section of the Eugene-Springfield Secondary Highway, Job. No. F 3301, Contract No. 6076.

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

By R. E. Hanson

Regional Credit Manager

RECEIVED
DEC 6 - 1963
FOR FILING
6116

December 6, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

Attached is a copy of a claim in the amount of $537.13 which has been filed with the Secretary of State by J. C. Denton & Sons, Inc., for labor, services, equipment and materials furnished to Hamer Corporation.

The claim states that this is in connection with State Highway Contract No. 6076 with Hamer Corporation for grading on 10th St.-Highbanks (Springfield) Section of the Eugene-Springfield Secondary Highway in Lane County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Hamer Corporation
5609 N. E. 77th Ave.
Portland 20, Oregon

NOTED ON CARD

Commissioners

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

December 2, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

We have received from J. C. Denton, President, J. C. Denton & Sons, Inc., Route 1 Box 1270, Beaverton, Oregon, 97005 and filed as of this date, a notice of claim by same for the grading of 10th Street--High Banks Road (Springfield) Section, Eugene-Springfield Highway Lane County done by sub-contractor Hamer Corporation, P. O. Box 7605, Portland, Oregon is the sum of $537.13 against the bond taken from J. C. Denton & Sons, Inc., principal for Item No. 18 Type 2 Fence for the State Highway Contract No. 6076.

We are enclosing three copies of the latter of transmittal for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By
Public Records Section

GS:FK
Enc.

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

J. C. DENTON & SONS, INC.
ROUTE 1 • BOX 1270
BEAVERTON, OREGON 97005
Telephone 644-1973

specialists in guard rail construction

November 27, 1963

Secretary of State
Salem, Oregon

Gentlemen:

This letter is to notify you that J. C. DENTON & SONS, INC. furnished labor, services, equipment and materials for the contract and job described below for which there remains due us the principal sum of $537.13. We were a sub-contractor for Hamer Corporation, P. O. Box 7605, Portland, Oregon on the following project:

Oregon State Highway Contract No. 6076
Grading 10th St. - High Banks Road, (Springfield) Section
Eugene-Springfield Highway
Lane County

The items of work performed under our subcontract were:

Item No. 18	Type 2 Fence	1,013.46 Rods @ $5.30/ Rod
Item No. 19	Metal Guard Rail	Deleted from Contract

This notice is furnished to you pursuant to the terms of the Miller ACT (40 U.S.C. Sec. 270 (b) governing claims of laborers, material suppliers and sub-contractors on Federal projects and public works. We are advised that these laws were enacted by Congress in order to provide a uniform procedure by which material suppliers and sub-contractors are to notify the prime contractor and the Surety Company in order to preserve their rights against the payment bond for the project, and also to advise the prime contractor and surety company of the amount due each material supplier and sub-contractor.

Yours very truly,

J. C. DENTON & SONS, INC. File #4048

J. C. Denton, President

JCD/A

Encl.

FILED
DEC 2 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 2 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 9 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F 330 (1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 5, 1963

Benson, Whitely, McLennan & Burns
1023 Public Service Building
Portland 4, Oregon

Attention: Mr. Richard H. Muller

Gentlemen:

This will acknowledge receipt of your letter of December 2 and attached Notice of Claim of your client, R. H. Gillette Distributer, Inc., in the amount of $7,491.23 for tires, repairs, tubes, recapping, sections and labor for Hamer Corporation.

The claim states this to be in connection with State Highway Contract No. 6076 with Hamer Corporation for grading on the 10th St.-Highbanks (Springfield) Section of the Eugene-Springfield Secondary Highway in Lane County.

The surety on this project is United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Ave., Portland 1. We will advise them of the receipt of your client's claim and will also forward the claim to the Secretary of State for filing.

NOTED ON CARD
dc

When this claim has been paid, please inform us so that we may clear our records.

File #4049

FILED
DEC 6 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 6 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

cc:
United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn. W. T. Atkins

Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

NOTED
C. W. HEAD

Hamer Corporation
9609 N. E. 77th Ave.
Portland 20, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Please acknowledge receipt of this claim on the enclosed copy of this letter.

HARVEY B. BENSON
W. F. WHITELY
WM. S. McLENNAN
JAMES M. BURNS
RICHARD H. MULLER

BENSON, WHITELY, McLENNAN & BURNS
1023 PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 6-3876

December 2, 1963

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Fred Cleary, Secretary
State Highway Commission
State of Oregon
Salem, Oregon

Re: Gillette, Inc. claim on
Hamer Corporation bond.

Dear Mr. Cleary:

Enclosed herein is our client's Notice of Claim in the above matter. Please file the same.

Very truly yours,

BENSON, WHITELY, McLENNAN & BURNS

By Richard H. Muller
Richard H. Muller

RHM:rg
encl.

Cec, please handle
FE

NOTED
C. W. HEAD

RECEIVED
DEC - 3 1963
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: STATE HIGHWAY COMMISSION, STATE OF OREGON:

Notice is hereby given that the undersigned, R. H. GILLETTE DISTRIBUTOR, INC., has a claim for furnishing tires, repairs, tubes, recapping, sections and labor to HAMER CORPORATION, of Post Office Box 7605, Portland, Oregon, in the amount of SEVEN THOUSAND FOUR HUNDRED NINETY ONE AND 23/100 ($7,491.23) DOLLARS, against the bond taken from Hamer Corporation, Principal, and United Pacific Insurance Co., Surety, for the work of Hamer Corporation in constructing the Eugene-Springfield High Banks Project No. 6076, for the State Highway Commission of the State of Oregon.

R. H. GILLETTE DISTRIBUTOR, INC.

By R. H. Gillette
R. H. Gillette, President

STATE OF ~~WASHINGTON~~ OREGON)
) ss.
County of ~~Pierce~~ Multnomah)

I, R. H. GILLETTE, President of R. H. Gillette Distributor, Inc., the claimant named in and who signed the foregoing claim and notice, being first duly sworn, say that I know the contents of said notice of claim and have knowledge of the facts therein set forth, and that the same is in all respects true and correct and contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets.

R. H. Gillette

Subscribed and sworn to before me this 29 day of November, 1963.

Richard H. Miller
Notary Public for ~~Washington~~ Oregon
My Commission expires: 2/29/64

RECEIVED
NOV 14 1963
FOR FILING

November 13, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

Attached is a copy of a claim in the amount of $7,416.50 which has been filed with the Secretary of State by Beall Pipe & Tank Corporation, Portland, for culvert pipe.

The claim states that this is in connection with State Highway Contract No. 6076 with Hamer Corporation for grading the 10th St.-Highbanks (Springfield) Section of the Eugene-Springfield Secondary Highway in Lane County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Hamer Corporation
9609 N. E. 77th Ave.
Portland 20, Oregon

NOTED ON CARD
dc

Commissioners

CWH:fp

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

November 8, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

We have received from L. F. Birkel, Controller, c/o Beall Pipe & Tank Comporation, 12005 N. Burgard Street, Portland 3, Oregon and filed as of this date, a notice of claim by Beall Pipe & Tank Corporation for culvert pipe in the sum of $7,416.50 against the bond taken from P. W. Hamer and the United Pacific Insurance Company for the work on the 10th Street Highbanks Road (Springfield Section) of the Eugene-Springfield Highway, Oregon State Highway Contract No. 6076.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo. A. Stephens
Public Records Section

GS:FK
Enc.

NOTED
FLOYD QUERY

RECEIVED
NOV 12 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

BEALL PIPE & TANK CORP. OF COLO.
5701 COLORADO BLVD.
DENVER, COLORADO

BEALL, INC.
[illegible] N. 16TH ST.
BILLINGS, MONTANA

BEALL PIPE & TANK CORP. OF CALIF.
7001 SAN LEAN[illegible] ST.
OAKLAND, CALIF[illegible]NIA

BEALL PIPE & TANK CORP.
225 BROADWAY
BOISE, IDAHO

TRADE MARK

[illegible]

12005 N. BURGARD STREET
PORTLAND 3, OREGON

November 7, 1963

Oregon Secretary of State
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned Beall Pipe & Tank Corporation has a claim for culvert pipe in the sum of $7,416.50 against the bond taken from P. W. Hamer and The United Pacific Insurance Company for the work on the 10th Street Highbanks Road (Springfield Section) of the Eugene-Springfield Highway, Oregon State Highway Contract No. 6076.

File no. 4040

FILED
NOV 8 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

BEALL PIPE AND TANK CORPORATION

L. F. Birkel

L. F. BIRKEL
Controller

LFB:el
cc-Mansfield & Co.
Portland, Oregon

RECEIVED
NOV 8 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
NOV 8 1963
FOR FILING

F-330 (1)

6076

November 7, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On October 8, 1963, we wrote to you concerning release of final payment on contract #6076, awarded to Hamer Corp., for grading the 10th St.-Highbanks (Springfield) Section of the Eugene-Springfield Secondary Highway in Lane County.

Final payment on this contract is $8,083.21 and the total contract amount is $273,187.44, including $3,231.01 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hamer Corp.,
5609 NE 77th Avenue
Portland 20, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
NOV 5 1963
FOR FILING

FILED
NOTE

November 5, 1963

Beall Pipe and Tank Corporation
12005 N. Burgard Street
Portland 3, Oregon

Attention: L. F. Birkel, Controller

Gentlemen:

This is to acknowledge receipt of your letter of October 29 stating that you have not received full payment (amount not stated) on the P. W. Hamer Contract No. 6076 for grading the 10th Street-Highbanks (Springfield) Section of the Eugene-Springfield Secondary Highway in Lane County. This contract was completed on July 26, 1963, and was accepted by the Highway Commission on October 7, 1963.

The United Pacific Insurance Company through Mansfield and Company, 1975 S. W. 5th Avenue, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Law outlining the filing procedure.

This information will be noted in our records, and we will advise the surety and the contractor of your unpaid bill.

Very truly yours,

NOTED ON CARD
dc

Secretary
OREGON STATE HIGHWAY COMMISSION

Commissioners

cc United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn. Attn: W. T. Atkins

Mansfield & Company

Hamer Corporation
CWH:fkn 5609 NE 77th Ave.
Portland 20, Oregon

BEALL PIPE & TANK CORP. OF COLO.
5701 COLORADO BLVD.
DENVER, COLORADO

BEALL, INC.
18 N. 16TH ST.
BILLINGS, MONTANA

BEALL PIPE & TANK CORP. OF CALIF.
7001 SAN LEANDRO ST.
OAKLAND, CALIFORNIA

BEALL PIPE & TANK CORP.
225 BROADWAY
BOISE, IDAHO

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

12005 N. BURGARD STREET
PORTLAND 3, OREGON

October 29, 1963

Oregon State Highway Department
Salem, Oregon

We wish to notify you that we have not received full payment on the following job that P. W. Hamer has contracted for:

10th St. Highbanks Road (Springfield Section) of the Eugene-Springfield Highway - Oregon State Highway Contract No. 6076.

Please use this letter as notification that we have filed with the bonding company.

Very truly yours,

BEALL PIPE AND TANK CORPORATION

L. F. Birkel

L. F. BIRKEL
Controller

LFB:el
cc-Mansfield & Co.

Please handle

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
OCT 30 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 14 1963
FOR FILING

October 11, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on contract #6076 for grading on the 10th St.-Highbanks Section (Springfield) on the Eugene-Springfield Secondary Highway in Lane County, will be released to the contractor, Hamer Corp., after October 18, 1963.

This payment of $7,573.71 reduces the retained percentage to $8,099.17.

You have been previously advised of an overdue bill for trucks rental in the amount of $814.50.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

BY:
C. W. Head, Assistant Secretary

dc

cc: Hamer Corp.,
5609 NE 77th Avenue
Portland 20, Oregon

cc: C. H. Maisen
Attn.: John Herr

RECEIVED
OCT 8 1963
FOR FILING

F-330 (1)

6076

October 8, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6076 awarded to Hamer Corp., for grading the 10th St.-Highbanks Section of the Eugene-Springfield Secondary Highway in Springfield, Lane County, was completed July 26, 1963, and accepted by the Highway Commission on October 7, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 15, 1963.

You have been previously notified of an overdue bill for trucks rental sent in by Stanton W. Payne dated September 4th.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hamer Corp.,
5609 NE 77th Avenue
Portland 20, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Horr

RECEIVED
OCT 8 1963
FOR FILING
F 1.3 (7)
6076

October 7, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 26 on Contract No. 6076. The contract was with Hamor Corporation and was for grading on the Tenth Street-High Banks Road (Springfield) Section of the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 7, 1963.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
OCT 4 1963
FOR FILING

I
6076

October 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Herewith are three copies of Material Report Form PR-47, as prepared by our Engineer on Contract No. 6076, 10th Street-High Banks Road (Springfield) Section in Lane County, Federal Project F-330(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

RECEIVED
SEP 17 1963
FOR FILING

6176

September 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the seeding and mulching work on the 10th Street-High Banks Road (Springfield) Section of the Eugene-Springfield Highway, Contract No. 6076, Project No. F-330(1) in Lane County was completed August 14, 1963.

This work was authorized by Order for State Work No. 4 dated August 17, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. H. Young
Office Engineer

Miles
cc: J. L. Nash

RECEIVED
SEP 12 1963
FOR FILING

September 11, 1963

Stanton W. Payne
2475 River Road
Eugene, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of September 4 stating that Hamer Construction owes you $814.50 for truck rental on the extension of "Q" Street.

From the description given, it appears that the contract to which you refer is our contract #6076 awarded to Hamer Corporation for grading the 10th Street-Highbanks (Springfield) Section on the Eugene-Springfield Secondary Highway in Lane County.

This contract was completed July 26, 1963 but has not yet been accepted by the Highway Commission. The United Pacific Insurance Company through Mansfield and Company, 1975 S. W. 5th Avenue, Portland furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The final payment has not yet been mailed to the contractor.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within 6 months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedures.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

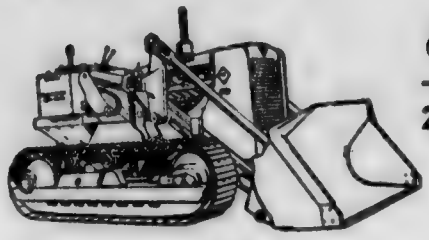
Att.
CHH:jf
cc: United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Mansfield and Company
1975 S. W. 5th Avenue
Portland 1, Oregon

Hamer Corporation
5609 NE 77th Avenue
Portland 20, Oregon

Commissioners

STANTON W. PAYNE . . .



Excavation Contractor

Phone DI 4-4062

2475 RIVER ROAD — EUGENE, OREGON

Sept. 4, 1963

State Highway Commission
Salem, Oregon

To whom it may concern:

In June [illegible] ordered [illegible] P.O. No. 1465 on the [illegible] Creek job, by the hour, on the extension of [illegible] Street. We have billed the work each month, but [illegible] until we received a letter stating that would be all that we received a final from you.

I would like to know if you could see that we were paid, or if they have received the final [illegible]. The amount they owe us is $814.50. We would appreciate hearing from you by return mail. Thank you.

Yours Truly,

Stanton W. Payne

Stanton W. Payne

Per phone copy
10-

RECEIVED
SEP - 9 1963
OREGON
STATE HIGHWAY COMMISSION

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: August 31, 1963

SECTION: 10th St. Highbanks Rd.(Springfeild)

SECTION PREFIX: 120-1083

HIGHWAY: Eugene - Springfield

COUNTY: Lane

NAME OF JOB: 10th St. Highbanks Rd. (Springfeild)

KIND OF WORK: Grading

CONTRACTOR: Hamer Corporation

CONTRACT NUMBER: 6076

FEDERAL AID PROJECT NUMBER: F-330(1)

DATE OF CONTRACT: April 17, 1962

DATE WORK STARTED: May 2, 1962

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK.
MEN: none SUPERVISION: none

SPECIFIED WORK DAYS: 120

WORK DAYS USED: 128

PERCENT OF TIME ELAPSED: 106.7%

PROJECT AUTHORIZATION: $360,607.25

ENGINEERING AUTHORIZATION: $24,220.96

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $316,286.29

ENGINEERING COST TO DATE: $28,900.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $281,000.00

PERCENT OF AUTHORIZATION: 119.3%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11.2%

DATE PROJECT WAS COMPLETED: July 26, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100%	100%	100%	100%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.82				
MILES PARTIALLY COMPLETED	1.82				
MILES COMPLETED	1.82				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	360,900 c.y.				
TOTAL QUANTITIES CORRECTED TO DATE	325,360 c.y.				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	325,360 c.y.				
AVERAGE DAILY QUANTITIES	none				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	none				
NUMBER OF SHIFTS PER DAY	none				
HOURS PER SHIFT	none				

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Fair		
TUESDAY	Fair		
WEDNESDAY	Fair		
THURSDAY	Fair		
FRIDAY	Cloudy		
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
SEP 3 1963
NOTED: ☐ CE ☐ ACE ☐ COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-final Estimate submitted to Division Office August 30, 1963

SIGNED James E. Chaney Resident Engineer

ADDRESS 1410 Orchard St., Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUL 30 1963
FOR FILING

July 30, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 26, 1963, on Contract No. 6076, 10th St. - High Banks Road (Springfield) Section, in Lane County, in connection with Federal-Aid Project No. F-330(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J AH

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

cc: E. S. Cox

DEP:pac

RECEIVED
JUN 11 1963

FOR FILING

F-5-1(1)
6076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1963

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

SUBJECT: Contractor's Claim
Hamer Corporation
Railroad Flagging Costs
10th St.-Highbanks Road Section
Contract No. 6076

A reappraisal of the conditions surrounding this case has been completed by our Legal Department, and a copy of Staff Attorney Alan H. Johansen's Memo is attached.

Reimbursement to the contractor for these flagging costs now appears to be in order. Will you please prepare the necessary papers to accomplish this.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachment

cc: R. L. Porter
L. H. Young

RECEIVED
JUN 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 5CM 6-61 35691

CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

JUN 3 1963

CE CE

.....Salem, Oregon.....
.....March 6, 1963.....

To: MEMO TO FILE:

SUBJECT: Contractor's Claim
Hammer Corp.
Railroad Flagging Costs
10th St.-Highbanks Road Sec.
Contract No. 6076

At the risk of possibly contradicting previous advice from the Legal Division, I am not quite clear as to why we rejected this claim.

Apparently, the Bureau of Public Roads would not participate in this flagging cost, whether it was performed by railroad personnel, or by the contractor's men. Accordingly, their nonparticipation should not be a factor in our decision.

No one seems to question that the flagging in question was reasonably necessary. It also seems to be unquestioned that had the flagging been performed by the railroad, in the usual course, the State would have reimbursed the railroad for its costs so incurred. The Bureau's nonparticipation would apparently have no effect on this. It also appears to be undisputed that the cost to the State if the flagging had been done by the railroad would thus have been substantially greater than the amount of the contractor's present claim.

Since it appears that all three parties concerned originally agreed that the flagging should be done by the contractor, in order to save money, our rejection of the claim appears questionable. This undoubtedly saves the State money, since we now not only escape paying the railroad a substantially larger sum for reimbursement for their flagging, since they did not perform it, but we are also refusing to pay the substantially lesser sum to the contractor, and are thus paying no part of these costs. The saving, however, to the contractor can scarcely be found. There is no economy to the railroad, since if they had provided the flagging, we would have reimbursed them.

I am inclined to agree with Mr. Bailey, the Resident Engineer, that the apparent ambiguity in the contract is our fault rather than the contractor's. Also, in the event of litigation, it seems not unlikely that we would be held bound by oral agreement made by the Resident with the other parties.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

RECEIVED
MAY 13 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 10, 1963

Southern Pacific Company
324 Union Station
Portland 9, Oregon

ATTENTION: Mr. A. W. Kilborn

Re: Private Road Crossing
10th Street-Highbank Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)
YOUR FILE: 322
O-PD-61-16

Gentlemen:

This is in reply to your letter of May 3, 1963, in which you ask if the State's contractor, Hamer Corporation, has completed all work in connection with this project which requires the use of the existing grade crossing.

Our contractor has not finished his grading work on this project and must still haul 2 or 3,000 cubic yards of material across your tracks. It is presently anticipated that this work will be completed by July 15, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
R. L PORTER

TWL:hjh

cc: R. L. Porter
L. F. Shaw
L. R. Chandler
W. N. Bailey

RECEIVED
MAY 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

B-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

May 3, 1963

322
O-PD-61-16

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. T. H. Litchfield
Utility Liaison Engineer

Dear Sir:

PROJECT # F-330(1)

Referring to State Highway contract #6076 with Hamer Corp. relative construction of Tenth St.-High Banks section of Eugene-Springfield Highway, Lane County, Ore.

Please advise if contractor has completed all work in connection with this project so we may arrange for removal of existing grade crossing covered by private road crossing agreement with Hamer Corp. If private road crossing is needed for completing the contract, will you please advise when this work will be completed?

Yours truly,

W Kilborn

COPIES TO:
RL PORTER
LP SHAW
LR CHANDLER
WE BAILEY
5-10-63
E

CONSTRUCTION DIVISION
MAY 7 1963

RECEIVED
JUN 3 - 1963

FOR FILING

F 32-(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1963

To: MEMO TO FILE:

SUBJECT: Contractor's Claim
Hammer Corp.
Railroad Flagging Costs
10th St.-Highbanks Road Sec.
Contract No. 6076

At the risk of possibly contradicting previous advice from the Legal Division, I am not quite clear as to why we rejected this claim.

Apparently, the Bureau of Public Roads would not participate in this flagging cost, whether it was performed by railroad personnel, or by the contractor's men. Accordingly, their nonparticipation should not be a factor in our decision.

No one seems to question that the flagging in question was reasonably necessary. It also seems to be unquestioned that had the flagging been performed by the railroad, in the usual course, the State would have reimbursed the railroad for its costs so incurred. The Bureau's nonparticipation would apparently have no effect on this. It also appears to be undisputed that the cost to the State if the flagging had been done by the railroad would thus have been substantially greater than the amount of the contractor's present claim.

Since it appears that all three parties concerned originally agreed that the flagging should be done by the contractor, in order to save money, our rejection of the claim appears questionable. This undoubtedly saves the State money, since we now not only escape paying the railroad a substantially larger sum for reimbursement for their flagging, since they did not perform it, but we are also refusing to pay the substantially lesser sum to the contractor, and are thus paying no part of these costs. The saving, however, to the contractor can scarcely be found. There is no economy to the railroad, since if they had provided the flagging, we would have reimbursed them.

I am inclined to agree with Mr. Bailey, the Resident Engineer, that the apparent ambiguity in the contract is our fault rather than the contractor's. Also, in the event of litigation, it seems not unlikely that we would be held bound by oral agreement made by the Resident with the other parties.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

to Morgan
to handle
6-3-63

RECEIVED
MAR 13 1963

FOR FILING

6076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1963

SUBJECT: Railroad Crossing Flagman
10th St.-Highbanks Road Section
Eugene-Springfield Highway
Contract No. 6076

To: Mr. L. I. Lindas
Chief Counsel

BUILDING

A controversy between the State and Hamer Corporation, contractor on this project, has arisen over the cost of railroad flagging costs. A Memo to the Files on this subject was written on December 11, 1962, and a copy is attached.

Prior to the making of the recommendation to not reimburse the contractor for this flagging cost, it was discussed at length with Mr. Parson, who, in turn, discussed it with the Legal Division.

We are now informed that the contractor is adamant in his stand that this is a reimbursable expense, and he has made a formal protest of our decision. This information is forwarded to you for your use just in case this ends up in court. A copy of a letter from Hamer and a report from our Resident Engineer is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachments

cc: L. P. Shaw

RECEIVED
MAR 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 BOH 5-62 43600

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1962

To: MEMO TO THE FILES

SUBJECT: Flagging Extra Work Order
10th Street-Highbanks Road Section
Eugene-Springfield Highway
Contract No. 6076

In August, 1962, an Order for Extra Work in the amount of $2,000, which was the amount of the project authorization, was submitted for the purpose of reimbursing the contractor for the flagging on the project. The Order stated that this was to cover both the roadway crossings and the railroad crossing.

Acoording to our specs, the acquisition of a railroad haul road crossing is to be done by the contractor at his expense. According to the agreement between the State and the Southern Pacific Railroad Company, the State is to reimburse the railroad for the cost of watchmen, flagmen, inspectors, etc., as the railroad may decide is necessary.

The contractor, our Resident Engineer, and the railroad inspector apparently got together on the job and decided that it would be more economical for all concerned if the contractor furnished a flagman instead of having the railroad to do so. This, at least in part, was decided by the infrequency of train movements on this track and the union-railroad agreement which requires a long "lead time" notification for either assignment or removal of a railroad flagman.

At the time the first Extra Work Order was submitted, it was discussed with Mr. Grafe of the Bureau of Public Roads who agreed that the cost under these circumstances would be about half what the railroad would be required to pay for the same flagging services. Approval of the order was withheld pending a determination of the responsibility of the State and the contractor in the cost of the flagging. The contractor, our Resident and Division Engineers, and the railroad representative were all under the impression that it was the obligation of the State.

PB E

Due to the confusion arising from the payment of flagging at the railroad crossing, the original Extra Work Order was sent back to Division with instructions to submit separate orders for the two portions of the flagging. The revised orders were received on October 8, and on the same date were discussed with Mr. Grafe. He indicated that he would recommend approval of Extra Work Order No. 1, but not on Extra Work Order No. 3, which is the railroad crossing flagging.

According to paragraph 13-e of PPM 30-3, any costs incurred by the railroad company because of contractor's operations are not reimbursable. Only those costs incurred for railroad adjustments and/or relocations are reimbursable by the Bureau of Public Roads. Thus, the Bureau of Public Roads would not participate in the cost of this flagman whether he was a contractor's or a railroad man.

Due to our specification that the contractor must bear any and all expenses for the haul road crossing, it is recommended that Extra Work Order No. 3 be not approved. Extra Work Order No. 1 should be approved.

G. L. Decker
Assistant Construction Engineer

CHB:bjh

cc: L. R. Chandler
A. W. Parsons

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

1410 Orchard Street
Eugene, Oregon
January 29, 1963

SUBJECT: Railroad Flagging Claim
10th St-Highbanks Rd. (Springfield) Sec.
Contract 6076

To: L. W. Rulien
Assistant Division Engineer
Roseburg, Oregon

The enclosed self explanatory letter and force account bill represent a claim by P. W. Hamer of the Hamer Corporation against the subject project.

The contractor bases his claim on the fact that when I discussed the railroad flagging at the railroad crossing with the railroad engineer-inspector, Sally Norby, and the contractors superintendent, Pete Fournier, the railroad engineer-inspector advised me that he thought it best that we use contractors personnel for this flagging rather than railroad personnel because of the railroad union agreement that requires 96 hours notice prior to assigning a flagman or removing one. I told Mr. Norby that this would be alright with me and although I do not remember the exact words spoken I do know that I was under the impression that the contracotr would be reimbursed for this flagging cost and I indicated as much to the other two parties and started keeping force account flagging cards on this flagging. I believed that the contractor would be reimbursed as per the statement on sheet 5 of the revisions of the Special Provisions which state that "The State will reimburse railroad directly for all necessary costs incurred for flagmen, watchmen, and protective services by railroad personnel and the contractor will not be required to bear any costs therof".

There is also another statement in the special provisions under "Earthwork" on page 7 which states that "he shall bear any and all expense involved in making said crossing".

Because of the fact that I indicated to the contractor that he would be reimbursed for this railroad flagging and also because of the fact that the Special Provisions contradict themselves, in my opinion, which would be the states fault, rather than the contractors, I believe that the contractor has a legitimate claim which should be paid. I believe that the contractor should be reimbursed for the amount he is claiming less 15% because he should only be eligible for his actual labor costs without any allowance for overhead or profit.

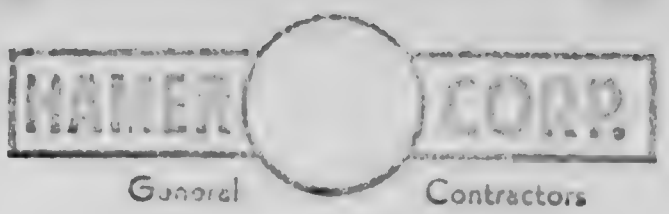
I am enclosing a copy of the letter I mailed to Mr. Hamer advising him, after receiving a letter from Assistant Division Engineer Rulien, dated December 14, 1962, along with a memo to the files by G. L. Decker, dated December 11, 1962, that this railroad flagging would not be reimbursable.

William N. Bailey
WILLIAM N. BAILEY
Resident Engineer

Encl: a/s

WNB/jww

TELEPHONE ALPINE 5-2214



January 28, 1963

Mr. William M. Bailey, Assistant Engineer
Grade Crossing Department
3420 Stewart Street
Salem, Oregon

Re: 20th Street-Franklin Road
Springfield Section
Contract #276
Subject: Railroad Flagging

Dear Mr. Bailey,

Receipt is acknowledged of your letter of December 20, 1962 in regards to the above captioned project. We realize the decisions of the Bureau of Public Roads and your department in Salem.

This letter will serve to inform you that we have completed the portion and also have submitted to the Corps for extra work issued October 4, 1962 which we received December 17, 1962.

We are in the process of preparing a detailed statement which shall be submitted to you within fifteen days and which properly outlines the work.

The flagging involved was in compliance with your request and direction. It was also agreed, at that time, that we would be reimbursed for all extra incurred.

This letter will serve to notify you of a formal protest on the decisions, and we will submit full statement.

If I can be of further assistance on this matter, please feel free to call and arrange a meeting at our mutual convenience.

Very truly yours,

RAINER CORPORATION

P. W. Rainer, President

PWR/ep

RECEIVED
JAN 21 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 18, 1963

Bonneville Power Administration
P. O. Box 3537
Portland 8, Oregon

ATTENTION: Mr. Louis J. Cowan

Re: Preliminary Plans
10th St.-High Banks Road Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

Gentlemen:

We have received your letter of January 16, 1963, concerning this subject and enclose herewith one set of reduced construction plans for this project.

Bids for this project were opened on April 11, 1962, with the contract being awarded to the Hamer Corporation on April 17, 1962.

Your facilities cross the existing McKenzie Highway near 57th Street east of Springfield and will conflict with our proposed connection to the highway at that point (see our Drawing 8B-8-10). As you can see, the 10th Street-High Banks Section does not involve your facilities in any way.

The High Banks Road-McKenzie Highway Section is not scheduled at this time. Preliminary plans will be sent to you as soon as they are available.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

TWL:bjh
enc.
cc: L. P. Shaw
L. R. Chandler
P. R. Barnhart

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1963
FOR FILING

January 16, 1963

Springfield Utility Board
346 Main Street
Springfield, Oregon

ATTENTION: Mr. Jack R. Criswell

Re: Protection for 18-inch water main - Station 321+70
10th St. - High Banks Road Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

Gentlemen:

We have received your letter of January 7, 1963, and have these comments on the three statements which you have set forth:

(1) You may rest assured that the Highway Department will assist the City to facilitate any future repair of this pipe between the right of way lines.

(2) The Highway Department acknowledged the existance of the City's easement in our letter of October 26, 1962, and will allow the City to enter the highway right of way to repair or maintain this section of pipeline subject to the approval and supervision of the District Maintenance Superintendent of that area.

(3) If the installation of protection for this water line is necessary in the future as the result of conditions created by construction of the highway, the State will take whatever steps are deemed necessary by negotiation at that time.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: Rainbow Water District
Springfield, Oregon
ATTN: Mr. J. C. Hicks

General Files
L. R. Chandler
D. J. Sage
W. H. Bailey
P. R. Barnhart

CITY OF SPRINGFIELD
MUNICIPAL POWER
PHONE RI 6-2574 346 MAIN STREET SPRINGFIELD, OREGON

January 7, 1963

CONSTRUCTION DIVISION
JAN 8 1963

State Highway Department
State of Oregon
Salem 10, Oregon

Attention: Mr T. W. Litchfield

Re: Protection for 18-inch water main - Station 321+70
10th St - High Banks Road Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

Gentlemen:

With reference to your letter of October 26, 1962, we are still of the opinion that the protective cover proposed in our letter of August 21, 1962, for our 18-inch water main which crosses this section of the Eugene-Springfield highway near Station 321+70 is desirable from the standpoint of future extra maintenance costs which we believe will be created by the existence of a highway, and which therefore will properly be the responsibility of the Highway Department.

However, we are willing to accept the decision that no protection will be provided at this time subject to the following understandings and stipulations:

1. Since the State purchased the right-of-way through this property subject to our existing easement, extra costs involved in future repair of this line which are incurred by reason of the highway's presence will be paid by the State Highway Department.

2. The Highway Department agrees that our existing easement gives the City the right to enter the highway right-of-way for purposes of repair or maintenance of this section of the line.

3. If the installation of protection for this water line is required in the future as the result of conditions created by construction of the highway, the State will bear the cost of such protection.

It is our desire to cooperate to the fullest extent possible with the State Highway Department to assist in construction of highways through our service area at the lowest possible cost However, I am sure you will understand our contention that the easement that

we have for this line should protect us from any additional costs for maintenance of the line which may be incurred by reason of the highway's presence, and that any such extra costs which may occur will be the legal responsibility of the State, since the State right-of-way was purchased subject to our easement.

Sincerely,

SPRINGFIELD UTILITY BOARD

Jack R. Criswell

Jack R Criswell
Superintendent

det

RECEIVED
JAN 8 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 14 1962
FOR FILING

December 13, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging costs on the 10th St.-Highbanks Rd. (Springfield) Section of the Eugene-Springfield Highway in Lane County, Contract No. 6076, in connection with Federal-Aid Project No. F-330(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
NOV 5 1962
FOR FILE

6176

November 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the furnishing and placing of riprap on the 10th Street-Highbanks Road (Springfield) Section of the Eugene-Springfield Highway in Lane County, Contract No. 6076, in connection with Federal-Aid Project No. F-330(1).

This work is necessary to prevent further erosion where realbed ditches drain into floodway. Recent storms have caused some erosion in these areas.

This work was verbally recommended for approval by the BPR Area Engineer October 23, 1962, as an emergency measure. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
OCT 29 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 26, 1962

Springfield Utility Board
346 Main Street
Springfield, Oregon

ATTENTION: Mr. Jack R. Criswell

Re: Protection for 18-inch water main - Station 321+70
10th St.-High Banks Road Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

Gentlemen:

This is in reply to your letter of August 21, 1962, concerning a proposed protective cover for your 18-inch water main which crosses this section of the Eugene-Springfield Highway near Station 321+70.

We have reviewed your plan and given this matter careful consideration. The following facts have been brought out in our discussions with Messrs. Payne and Swatzel of your department:

1. The pipe is a cold tar enameled, dresser coupled, steel pipe.
2. It was installed in 1951.
3. It occupies the land now owned by Mr. A. L. Vogel under the terms of an easement recorded in Book 443, Pages 93-98 of the Lane County Deed Records.
4. The State purchased the right of way through this property subject to this easement.
5. The pipe is buried approximately three feet below the original ground, and will be approximately 6-1/2 feet below the paved surface of the finished roadbed.
6. The expected life of this pipe is from 20 to 50 years.

With these facts in mind it has been decided to deny your request for a culvert protection around this pipe for these reasons:

1. Foundation conditions show a gravely, sandy material with no tendency for settlement.

2. The excavation necessary to install some sort of protection may cause more damage to the existing pipe than leaving it undisturbed.
3. The height of fill over the pipe is not sufficient to cause settlement.
4. The need for future access to this pipe is remote, since it has been in place for only 11 years and has been trouble free.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: General Files
L. R. Chandler
W. N. Bailey
P. R. Barnhart
J. C. Hicks - Rainbow Water District

RECEIVED
OCT 23 1962
FOR FILING

October 11, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 5 covering 3/4" - 0 rock on road approaches on the 10th St.-Highbanks Road (Springfield) Section of the Eugene-Springfield Highway in Lane County, Contract No. 6076, in connection with Federal-Aid Project No. F-330(1).

It is necessary to place the rock at street crossings to bring them to original condition after the contractor has completed hauling. It is necessary to surface road approaches for accesses to adjacent properties. The work has been verbally recommended for approval by the BPR Area Engineer.

The first work was done 9-28-62 as an emergency measure to give a property owner access to his property. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Att.

RECEIVED
OCT 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1962

SUBJECT: Extra Work Order No. 1, Flagging
10th St.-Highbanks Road Section
Eugene-Springfield Highway
Contract No. 6076

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

We are returning to you unapproved your proposed Extra Work Order No. 1 for flagging on this project. It is our contention that the contractor assume the obligation to furnish flagmen at this crossing when he obtained a permit from the railroad. Under the terms of the contract, the contractor is obligated to obtain a permit and is not to be reimbursed for any related costs as may be required by the railroad.

If the railroad had chosen to place a flagman at this crossing, it would have been the obligation of the State to reimburse the railroad for this flagging cost.

Please submit a revised Extra Work Order to cover only the flagging on public road crossings.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:fp

Enc.

cc G. S. Paxson

RECEIVED
SEP 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1962
FOR FILING

477 Cottage Street NE
Salem, Oregon

September 12, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-330(1) 10th Street-High Banks Road
Contract #6076 - Order for State Force Work No. 4
Seeding & Mulching

Reference is made to your letter dated August 31, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
with attachment
9-14-62

MOTED
INDEXED

RECEIVED
AUG 31 1962
FOR FILING
6 (26

August 31, 1962

Mr. A. H. Parsons
Division Engineer
Bureau of Public Roads
477 College St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 22L-230, covering seeding and mulching on the 19th Street-High Banks Road (Springfield) Section of the Eugene-Springfield Highway in Lane County, Contract No. 6076, in connection with Federal Aid Project No. F-330(1).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 20-6.3 is requested.

The total estimated amount of the order is $1,120.00, with Federal participation of $672.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
cc:

RECEIVED
SEP 5 1962
FOR FILING

Salem, Oregon
August 29, 1962

Mr. D. J. Sage
District Maintenance Superintendent
P. O. Box 1269
Eugene, Oregon

Request for road approach
Chester Hansen

Please note attached correspondence concerning a road approach to "Q" Street between 17th and 18th Streets in Springfield. We attach for your information a copy of the plat showing the area.

Please execute the road approach permit.

Tom Edwards
Assistant State Highway Engineer

TE:jw

Attachments

cc G. W. Ross
L. R. Chandler

bc Forrest Cooper
G. S. Paxson

August 29, 1962

Mr. Chester Hansen
1770 "Q" Street
Springfield, Oregon

Dear Mr. Hansen:

We wish to inform you that a road approach permit can be issued for an access to your property from "Q" Street, between 17th and 18th Streets in Springfield. In order to obtain this permit, you should contact Mr. D. J. Sage, our District Maintenance Superintendent, at 2141 East 15th Street, Eugene, Oregon. His telephone number is 342-1361.

Mr. Sage can work out the details of the permit and the road approach with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
R. L. Porter
F. D. Morgan
L. R. Chandler
G. W. Ross
D. J. Sage

CHB:bjh jw

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1962

SUBJECT: Assignment: 691-Edw
10th St.-Highbanks Road Section
Eugene-Springfield Highway
Contract No. 6076

To: Mr. Tom Edwards
Ass't. State Highway Engineer

OFFICE

The request by Mr. Chester Hansen, 1770 "Q" Street, Springfield, has been investigated. We purchased the properties involved under Right of Way Files 32793 and 32831. There is no restriction of access to either parcel (adjoining lots) to the frontage road ("Q" Street). There is no access allowed to the highway at this location.

A print of Sheet 5 of the plans for this project is attached. It is recommended that Mr. Hansen be allowed an approach, and that he be requested to contact our DMS to obtain his permit.

A rough draft to Mr. Hansen is attached.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachments

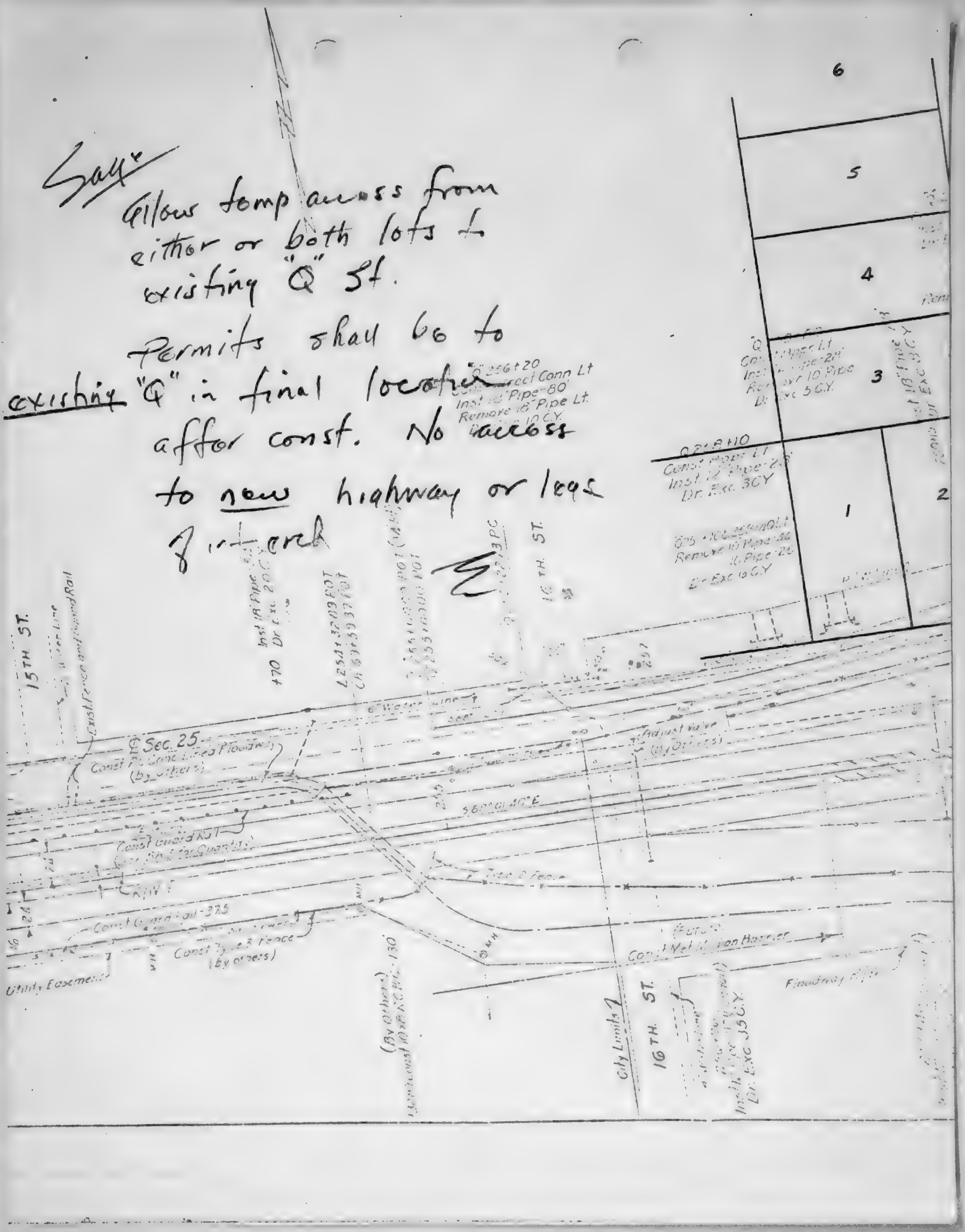
RECEIVED
AUG 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Approved TOM EDWARDS
ASST. STATE HWY. ENGR.

Gary

Allow temp access from either or both lots to existing "Q" St.

Permits shall be to existing "Q" in final location after const. No access to new highway or legs of interch



		NUMBER	FISCAL YEAR	SHEET NO.
8	OREGON	F-330(1)		See Index

24 33 25 32 26 31 27 28 29 30

17TH. ST.

18TH. ST.

32793

32831

Future "B" Line

Future "A" Line

Access Control Line

16°C.

8°C

55' R.

100' R.

Taper 20:1

ROAD

MOHAWK

MOHAWK ROAD

MATCH LINE

MATCH LINE

Remove 12" Conc.P-51
24" Conc.P-60
Under Pave-69 Lin.Ft
Dr.Exc 22 C.Y.

Remove 30" Conc.P-39
Under Pave-20 Lin.Ft
Dr.Exc. 12 C.Y.

Remove 5-18" Pipes

To be Constructed under future Paving contract

Const. Drain Ditch (See Sheet 6)

(See "L" Line Profile on Sh 5A)

(See Profile Sheet 5A)

(Future) Const Asph Conc Traffic Markers

Future Construction Identification Sign Where Directed

Future Type 2 Fence

Future Type 4 Fence

Existing Chain Link Fence except where otherwise noted

Const. Type 2 Fence

Const. Type 4 Fence

Future Water Line

30" Water Line

Water Line to be abandoned

Const. Asph Conc Traffic Markers

Taper 20:1

Const. Drain Ditch (See Sheet 6)

Const. Drain Ditch (See Sheet 6)

Const. Drain Ditch (See Sheet 6)

REFERRED TO
Forrest Cooper
BY CHESTER H.

Gifts from fa[illegible]ff lands

Beautiful GIFTS

CHESTER HANSEN For SIGNS

1770 Q PHONE RIVERSIDE ~~6-5885~~ 68352

~~0760~~ " STREET -:- SPRINGFIELD, OREGON

STATE Hgwy Dept.
SALEM, Oregon

Dear SIRS: Cond. P.D

SW cor 17th & "Q" St
Lt of Sta 261 to 263
6-127 32793
6-128 32831

We bought the BACK PART of 27 & 28 Lots RONALD PARK SUB DIVISION between 17ST. & 18ston Q St. in SPRINGFIELD where you going to put in the CLOVER LEAF ON ACCOUNT of the FREEWAY.

No restrictive Access to Fwld. No access to Hwy.

DILLARD Wright who I bought the PLACE from SAID a request had been placed IN your HAND when you bought the land for. Permission To put a CULVERT in DITCH to give us a ROAD off this piece of GROUND on to Q when the CLOVER LEAF is Completed. As We now

own the property and we have no way to get off this land. Except if you grant us permission to put a culvert in the ditch that will be dug very soon would suggest to the East end of my property toward 18th St. would be best for me.

Please look in to this matter for me & advise,

Charles Hansen
1770 Q ST
Springfield, Oregon

RECEIVED
AUG 23 1962
TRAFFIC ENGINEERIN

RECEIVED
AUG 27 1962
FOR FILING

6076

August 27, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the removal of unsuitable foundation material on the 20th St.--Highbanks Road (Springfield) Section of the Eugene-Springfield Highway in Lane County, Contract No. 6076, in connection with Federal-Aid Project No. F-330(1).

This project is "embankment in place" with no provision for excavation. The area over the old dough to be occupied by the "S" line has been built up over the years by deposits of sawdust and ashes, making a very unstable foundation for the roadbed. Removal of this material and backfilling with the regular embankment rock is necessary to stabilize the roadway.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:rmb
Enc.

RECEIVED
AUG 3 1962
FOR FILING
6176

August 2, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Agreement, file No. 30700, dated May 25, 1962, and two copies of Indenture, file No. 30700, dated May 25, 1962, with the Southern Pacific Company relative to the construction of the 10th Street-High Banks (Springfield) Section, Project No. F-330(1).

Please note the above Agreement and Indenture also covers the construction of the twin railroad overcrossing which is to be programmed as a separate project at a later date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J. A. H.

L. H. Young
Office Engineer

Enclosure

RNC:cr

RECEIVED
JUN 28 1962
FOR FILING

F 310 (1)
7076

June 26, 1962

Hamar Corporation
5609 N.E. 77th Street
P. O. Box 7605
Portland, Oregon

Re: Your contract - '0' Street Highway
Springfield, Oregon

Gentlemen:

I am advised that you intend to excavate quite an extensive borrow pit north of the proposed highway and west of the McKenzie River levee.

My concern in this matter involves the zoning and consideration of possible failure of the levee during flood stages in the river which could conceivably result in extensive damage to public and private property.

The City will greatly appreciate having definite information from you as to the exact location, dimensions of area and depth of your proposed borrow excavation, and also confirmation of concurrence with your borrow area plans by all interested parties including the Oregon State Highway Commission, (Hydraulic Section), U. S. Corps of Engineers, Lane County and Weyerhaeuser Company.

Your cooperation in this matter will be greatly appreciated.

Yours very truly,

L. T. Elson
City Engineer

LTE:vp
cc: City Manager
City Attorney
State Highway
Kronon berg
Blum
Files

NOTED
R. L. FORTER

RECEIVED
JUN 11 1962
FOR FILING

F-2: (1)

6076

June 11, 1962

Hamer Corp.,
5609 NE 77th Avenue
Portland 20
Oregon

Gentlemen:

We are writing today with regard to our Office Copy of contract #6076 awarded to you on April 17, 1962, for grading the 10th St.-Highbanks Section (Springfield) on the Eugene-Springfield Secondary Highway in Lane County.

On May 23, 1962, we returned our Office Copy to you for correction of the Secretary's signature. It read Mr. Mansfield, which did not tally with your Prequalification or Proposal. Then, in the meantime, we were informed you had made a change in your Secretary from Mr. Garrison to Mr. Swire, and that Mr. Swire would sign this copy and return same to this office. To date, we have not received our Office Copy of this contract.

The estimate has been submitted and the voucher for payment of this estimate has been processed, but payment will be delayed until receipt of this properly signed Office Copy, so that it can be submitted to the Secretary of State's office in order to clear this payment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 18 1962
FOR FILING

Contract 6076

Form Approved; Budget Bureau No. 41-R2089

Date 6-8-62

CONTROL TRANSACTION NO.

FORM PR-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-8-62

STATE: Oregon

COUNTY: Lane

PROJECT NO.: F-330(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Springfield 10th St. E. 1.8 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-9-62	1.8
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 332,455.00	$ 209,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX G. G. Polk
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 8, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

June 7, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the 10th Street-High Banks (Springfield) Section, Project No. F-330(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

May 10, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 10th Street-High Banks (Springfield) Section, Project No. F-330(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHC:hb

Oregon State Highway Department

Federal-Aid
Project No. F-330(1)

10TH STREET-HIGH BANKS (SPRINGFIELD) SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 10, 1962

Type Code 0010
Roadway (Sta. 230+98.78 to Sta. 327+00)(Contract 6076)

Clearing and Grubbing	All Required		$ 15,000.00
Drainage Excavation, Unclassified	1,400 cu.yd.	$1.00	1,400.00
Embankment in Place	360,900 cu.yd.	0.685	247,216.50
Finishing Roadbed and Slopes	All Required		1,000.00
12-inch Culvert Pipe	480 lin.ft.	3.00	1,440.00
15-inch Culvert Pipe	520 lin.ft.	3.50	1,820.00
18-inch Culvert Pipe	700 lin.ft.	4.00	2,800.00
24-inch Culvert Pipe	310 lin.ft.	7.00	2,170.00
48-inch Culvert Pipe	170 lin.ft.	15.00	2,550.00
60-inch Culvert Pipe	150 lin.ft.	25.00	3,750.00
Extra for Pipe under Pavement	130 lin.ft.	5.00	650.00
15-inch Culvert End Sections	8 only	22.00	176.00
18-inch Culvert End Sections	4 only	25.00	100.00
24-inch Culvert End Sections	4 only	35.00	140.00
Class "A" Concrete	140 cu.yd.	55.00	7,700.00
Metal Reinforcement	18,650 lb.	0.15	2,797.50
Concrete Inlets, Type C	8 only	100.00	800.00
Type 2 Fence	1,100 rod	5.00	5,500.00
Metal Guard Rail	38 lin.ft.	4.00	152.00
			$297,162.00
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Seeding and Mulching	All Required		1,100.00
Signing (Temporary)			300.00
			$ 3,400.00
Utility Work			
Work by Rainbow Water Dist.	All Required		$ 850.00
Work by Pacific Power and Light Co.	All Required		820.96
			$ 1,670.96
	Subtotal		$302,232.96
	10% Engr. & Cont.		30,222.04
	Total		$332,455.00

Length of Roadway - - - - 1.771 Miles
Length of 1 Structure - - .047 Mile (Exception)
Total length- - - - - - - 1.818 Miles
Cost of Roadway Per Mile- $187,721.62

Federal Funds	$209,000.00
State Funds	123,455.00
	$332,455.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

10TH STREET-HIGH BANKS (SPRINGFIELD) SECTION

PROJECT NO. F-330(1)

Estimated cost of work by the Rainbow Water District.

Sta. 256+76 (93.3% of $343.12)	$316.70
Sta. 259+46 (88.8% of $343.12)	304.69
J.D. Lunsford Service	251.89
	$873.28
Lump Sum Agreement	$850.00

Estimated cost of work by the Pacific Power and Light Company.

Labor	$529.16
Materials	363.10
Equipment	38.75
Overhead	139.02
Salvage Credit	-269.07 Cr.
Lump Sum	$820.96

Oregon State Highway Department

Federal Aid
Project No. F-330(1)

10TH STREET-HIGH BANKS (SPRINGFIELD) SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 9, 1962

Type Code 0010
Roadway (Sta. 230+98.78 to Sta. 327+00)

Clearing and Grubbing	All Required		$10,000.00
Drainage Excavation, Unclassified	1,400 cu.yds.	$ 3.00	4,200.00
Embankment in Place	360,900 cu.yds.	0.80	288,720.00
Finishing Roadbed and Slopes	All Required		1,000.00
12-inch Culvert Pipe	480 lin.ft.	2.50	1,200.00
15-inch Culvert Pipe	520 lin.ft.	3.25	1,690.00
18-inch Culvert Pipe	700 lin.ft.	4.50	3,150.00
24-inch Culvert Pipe	310 lin.ft.	6.00	1,860.00
48-inch Culvert Pipe	170 lin.ft.	15.00	2,550.00
60-inch Culvert Pipe	150 lin.ft.	22.00	3,300.00
Extra for Pipe Under Pavement	130 lin.ft.	3.00	390.00
15-inch Culvert End Sections	8 only	35.00	280.00
18-inch Culvert End Sections	4 only	45.00	180.00
24-inch Culvert End Sections	4 only	60.00	240.00
Class "A" Concrete	140 cu.yds.	40.00	5,600.00
Metal Reinforcement	18,650 lbs.	0.14	2,611.00
Concrete Inlets, Type C	8 only	110.00	880.00
Type 2 Fence	1,300 rods	6.00	7,800.00
Metal Guard Rail	38 lin.ft.	3.00	114.00
			$335,765.00
Flagging (57½% of Contractors' Cost)	All Required		$ 2,000.00
Seeding and Mulching	All Required		1,100.00
Signing (Temporary)			300.00
			$ 3,400.00
Utility Work			
Work by Rainbow Water District	All Required		$ 1,400.00
Work by Pacific Power and Light Co.	All Required		800.00
			$ 2,200.00
	Subtotal		$341,365.00
	10% Engr. & Cont.		34,136.00
	Total		$375,501.00

Length of Roadway	1.771 mile
Length of 1 structure	.047 mile (Exceptions)
Total Length	1.818 mile
Cost of Roadway Per Mile	$212,027.66

Federal Funds	$236,000.00
State Funds	139,501.00
	$375,501.00

Oregon State Highway Department

Federal Aid
Project No. F-330(1)

10TH STREET-HIGH BANKS (SPRINGFIELD) SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 30, 1962

Type Code 0010
Roadway (Sta. 230+98.78 to Sta. 327+00)

Clearing and Grubbing	All Required		$ 10,000.00
Drainage Excavation, Unclassified	1,400 cu.yds.	$ 3.00	4,200.00
Embankment in Place	360,900 cu.yds.	0.80	288,720.00
Finishing Roadbed and Slopes	All Required		1,000.00
12-inch Culvert Pipe	480 lin.ft.	2.50	1,200.00
15-inch Culvert Pipe	520 lin.ft.	3.25	1,690.00
18-inch Culvert Pipe	700 lin.ft.	4.50	3,150.00
24-inch Culvert Pipe	310 lin.ft.	6.00	1,860.00
48-inch Culvert Pipe	170 lin.ft.	15.00	2,550.00
60-inch Culvert Pipe	150 lin.ft.	22.00	3,300.00
Extra for Pipe Under Pavement	130 lin.ft.	3.00	390.00
15-inch Culvert End Sections	8 only	35.00	280.00
18-inch Culvert End Sections	4 only	45.00	180.00
24-inch Culvert End Sections	4 only	60.00	240.00
Class "A" Concrete	140 cu.yds.	40.00	5,600.00
Metal Reinforcement	18,650 lbs.	0.14	2,611.00
Concrete Inlets, Type G	8 only	110.00	880.00
Type 2 Fence	1,100 rods	6.00	6,600.00
Metal Guard Rail	38 lin.ft.	3.00	114.00
			$334,565.00
Flagging (57½$ of Contractor's Cost)	All Required		$ 2,000.00
Seeding and Mulching	All Required		1,100.00
Signing (Temporary)			300.00
			$ 3,400.00
Utility Work			
Work by Rainbow Water District	All Required		$ 1,400.00
Work by Pacific Power and Light Co.	All Required		800.00
			$ 2,200.00
	Subtotal		$340,165.00
	10% Engr. & Cont.		34,016.00
	Total		$374,181.00

Length of Roadway	1.771 Miles
Length of 1 Structure	.047 Mile (Exception)
Total Length	1.818 Miles
Cost of Roadway Per Mile	$211,282.32

Federal Funds	$235,000.00
State Funds	139,181.00
	$374,181.00

RECEIVED
JUN 8 1962
FOR FILING
6076

Cross Referenced To:
Adm
Petitions
Law

June 7, 1962

Mrs. William E. Mansell
1190 Quinalt
Springfield, Oregon

Dear Mrs. Mansell:

Under date of March 22 you wrote concerning installation of a fence along the drainage ditch adjacent to the "Q" Street Interchange.

I am pleased to advise that this fence was completed June 7. I trust that the conditions about which you complained are taken care of.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

bc Mr. Forrest Cooper

ŒN RSB 109 6-7-6 2 2 39)XXX EX 2 30

G S PAXSON

FENCE ALONG DRAINAGE DITCH ON 10TH ST-HIGHBANKS SECTION WAS COMPLETED
XX AT 2 PM THIS AFTERNOON.

FILLMORE
LF :,.

NOTED
G. S. PAXSON

RECEIVED
JUN 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: 10th St.-High Banks Road Section
Eugene-Springfield Sec. Highway
Lane County

DATE: May 7, 1962

FROM:
L. R. Chandler
Roseburg

TO:
G. S. Paxson
Salem

Please advise me when the fence along the drainage ditch is completed as I must answer several groups that have complained about it.

GSP:mm

(SIGNATURE)

PLEASE REPLY HERE

Roseburg, Oregon
June 7, 1962

Please be advised that the fence along the drainage ditch on above subject project was completed today, June 7, at 2 P.M.

RECEIVED
JUN - 8 1962
OREGON
HIGHWAY COMMISSION

H. M. Fillmore, Div. Off. Engr. 6/7/62 (DATE)

CC:

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

.RSMEGO

RSB EGE MCE 31 5-3-62 146PM

J F PUTNAM
D J SAGE

MR. PAXSON ASKS FOR A PRESENT STATUS REPORT ON TYPE III FENCE WE WERE TO INSTALL BY STATE FORCE STA. 225 TO 255 SOUTH SIDE ONLY 10TH STREET-HIGH BANK RD SEC., EUGENE SPRINGFIELD HWY. WE DO NOT HAVE DXX COPY OF STATE FORCE ORDER. WAS ONE SUBMITTED? HAS CONTRACTOR STARTED WORK ON THE 10TH STREET-HIGH BANKS PROJECT?

JOHN PHILLIPS

JRE
4.3+9

.EGO

MCE EGE RSB 65 5-3-62 2 10

JOHN PHILLIPS

REF TYPE III FENCE 10TH ST-HIGHBANKS. S.F.O. HAS BEEN APPROVED. BRACE AND CORNER POSTS HAVE BEEN SET IN CONCRETE. MESH WAS PLACED ON RUSH ORDER HOWEVER IT HAS NOT BEEN RECEIVED YET AND WILL BE PUT UP AS SOON AS IT COMES.

L W RULIEN
LF --.

INFO COPY TO EUGENE

123-1083-264 [illegible]
(Cont'd on 7R - Homer Co. F.)

Form A-100—Rev

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name 20th St. – Highbanks Rd. (Springfield) Sec. Date March 30, 19 62

Highway Eugene – Springfield Contract No. ..... F. A. Project No. S-339(1)

County Lane Prefix 120-1083 Account No. 264

Description of Work To Be Done:

Construct 180 Rods of Type III Fence by State Forces

This work will begin on April 2, 1962

Location by Station Numbers:

Section 225+00 to Station 254+40 on the right.

NOTED
V. H. COFFEY

Estimate of Quantities and Costs:

Materials	$2000.00
Equipment Rental	200.00
Labor	800.00
Total Cost	$3000.00 (@16.67 per rod)

Explanation: This fence is being installed as per verbal request from asst. division engineer L. E. Zollen, on March 29, 1962. The work will have to be started prior to the letting of the contract in order to prevent small children from crossing the highway right of way and falling into the existing floodway channel adjacent to the highway right of way.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Show the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs. Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including $3000.00 for work under this order $.....

Expected under-run / over-run (amount) $0.00

Expected under-run / over-run (per cent) 0%

Space to right of this line is for use of Salem Office .....

NOTED
L.A. [illegible]

Submitted by: William M. Bailey, Resident Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approval Recommended: ..... Division Engineer

Approved: ..... Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
APR 5 1962
FOR FILING
6076

Cross Referenced To:
Misc
Interest
Lane

April 4, 1962

Mrs. William E. Mansell
1190 Quinalt
Springfield, Oregon

Dear Mrs. Mansell:

Reference is made to your letter and petition dated March 22 which concerns a protective fence along the drainage ditch adjacent to "Q" Street. This ditch was constructed by and is the property of the City of Springfield and Lane County and is something outside the jurisdiction of the Highway Department.

In the interests of public safety and because this Department has plans to construct a right-of-way fence along the southerly line of the proposed Tenth Street-High Banks Road project, we will undertake to erect this fence as soon as materials can be obtained with a State crew. Funds are not available to construct the type of fence that you request, however, a so-called highway "Type 3" fence can be financed. This is a substantial facility consisting of a nonclimbable woven wire fabric on steel posts with two strands of barbed wire on top. The overall height of the fence is 5 feet 4 inches.

Basically, the protection of this ditch is the responsibility of Lane County and the City of Springfield and copies of your letter and petition are being forwarded to these bodies.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Lane County Board of
Commissioners
City of Springfield

R. L. Porter
G. S. Paxson
Tom Edwards
Victor D. Wolfe
F. D. Morgan

RLP:ajw hlb

NOTED
FLOYD QUERY

RECEIVED
MAR 26 1962
FOR FILING

Cross Referenced To:
Adm
Petitions
Lane Co.

March 26, 1962

Mrs. William E. Mansell
1190 Quinalt
Springfield, Oregon

Dear Mrs. Mansell:

This is to acknowledge receipt of the petition signed by yourself and 84 other persons objecting to the potentially dangerous open drainage ditch south of "Q" Street, and requesting that the Highway Department construct a more adequate fence than the one planned for installation.

In order that your petition may receive proper attention, we are forwarding it to Mr. Forrest Cooper, State Highway Engineer, for such investigation and action as may be necessary.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. Forrest Cooper

FQ:fp

Referred to Traffic Engineer?

March 22, 1962

Oregon State Hiway Commission
Salem, Oregon

Dear Sir

I trust the enclosed petitions will receive your very serious consideration. Its signatures represent one hundred per cent of the families living on Quinalt Street and a number of those living on the northern end of Carter Lane close to the ditch. There are approximately eighty-two children, sixth grade and under, living on Quinalt Strut alone plus many other young children in the immediate neighborhood whose welfare is our main concern.

I would appreciate an acknowledgment of this letter and an

answer at your earliest convenience.

Sincerely,

Mrs William E. Mansell
1190 Quinalt
Springfield, Oregon

RECEIVED
MAR 23 1962
OREGON
STATE HIGHWAY COMMISSION

PETITION

We, the undersigned residents and property owners of Quinalt Street from 10th to Market Streets in Springfield, Oregon, hereby object to a potentially dangerous open drainage ditch located to the immediate south of the present "Q" Street.

We further respectfully request that a good heavy duty fence with the barbed wire lengths at the top, commonly referred to as a "cyclone fence", be installed <u>immediately</u> to the south of the ditch and proposed highway right-of-way by the State Highway Department to afford adequate protection to our families.. We feel that the four foot high fence that is tentatively planned for installation by the State Highway Department would be inadequate protection.

Mrs Virginia F. Mansell	1190 Quinalt
William Mansell	1190 Quinalt
Mrs. Phillip Chin	1076 Quinalt
H. E. McFetridge	1104 Quinalt St.
Mrs. Fred McFetridge	1104 Quinalt St.
Mrs. Jim Lay	1064 Quinalt St.
Mr. Jim Lay	1064 Quinalt St.
Mrs. Laura Barton	1056 Quinalt St.
Laura Barton	1056 Quinalt
Gordon Foster	998 Quinalt
Mrs. Gordon Foster	1136 Quinalt St
Mr. William E Anderson	
Mrs W E Anderson	1146 Quinalt St
Leland R. Marsh	" "
Rosa Lee Marsh	1158 Quinalt
Howard Ulmer	" "
Mrs. H. R. Ulmer	1166 Quinalt
W H Zumwalt	1166 Quinalt
Mrs. W. H. Zumwalt	

OVER

FORM E-123X 100M 4-62

RECEIVED
MAY 25 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH NORDLEY, MEMBER
ONTARIO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 24, 1962

6076

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Attention: Mr. R. H. Sallee

Gentlemen:

Power Line Adjustment
10th St.-High Banks Road Section
Eugene-Springfield Highway
Lane County
Project F 330(1)

Your estimate and sketch map for the adjustment of your facilities on this section have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of May 11, 1962.

This estimate has been approved as a lump sum agreement in accordance with PPM 30-4, Paragraph 7e(3). You will be paid the sum of $820.96 upon the completion of the work and the receipt of your bill in the lump sum amount forwarded through our resident engineer.

Very truly yours,

NOTED
G. S. PAXSON

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

FWS:fp
cc C. G. Polk
G. S. Paxson
R. L. Porter
C. H. Maison
L. H. Young
L. R. Chandler
William N. Bailey
Paul Barnhart

MAY 21 1962

RECEIVED
MAY 21 1962
FOR FILING

6076

May 23, 1962

Hamer Corporation
5609 NE 77th Avenue
Portland 20
Oregon

Gentlemen:

With reference to the phone conversation of this morning, we need the signature of the Secretary of your firm on the Contract page (7) and Bond page (9) of contract #6076, awarded to you April 17, 1962, for grading 10th St.-High Banks Section (Springfield) on the Eugene-Springfield Secondary Highway in Lane County.

Will you please have your Secretary sign in place of Mr. Mansfield's signature and return the copy to this office at your earliest convenience in order for us to make the proper changes on the contract copy for the Secretary of State's files. Thank you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
MAY 22 1962

FOR COMMISSIONING FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6076

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 21, 1962

Hamer Corp.,
5609 NE 77th Avenue
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6076, awarded April 17, 1962, for grading 10th St.-High Banks Section (Springfield) on the Eugene-Springfield Secondary Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 22 1962
FOR FILING

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 16, 1962

Rainbow Water District
Box 701
Springfield, Oregon

ATTENTION: Mr. Jay C. Hick, Jr.

Re: Water Line Adjustment
10th St.-High Banks Road Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the Bureau of Public Roads and the State. You are hereby authorized to proceed with the work as of May 10, 1962.

This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, paragraph 7-e(3). You will be paid the sum of $850.00 upon completion of the work and the receipt of your bill in the lump sum amount forwarded through our Resident Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
G. S. PAXSON

By O. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
C. H. Maison
C. G. Polk
L. R. Chandler
Wm. N. Bailey

RECEIVED
MAY 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1962
FOR FILING

FILED
6076

May 14, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 8, 1962, on Contract No. 6076, 10th St.-High Banks Road (Springfield) Section, in Lane County, in connection with Federal Aid Project No. F-330(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

RECEIVED
MAY 1 1962
FSR 1)

FORM ED-121
10-22-591

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: May 11, 1962

6176

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Utility Adjustment
Pacific Power & Light Co.
Oregon Project F-330(1)

Your letter of April 5, 1962 and the Utility's letter of May 4, 1962 with cost estimate and sketch map are approved as the agreement for adjusting the facilities of the Utility required by the construction of the above project.

You are authorized to proceed as of this date. Reimbursement on a lump sum basis is approved, subject to the provisions of PPM 30-4.

Copies To
Young
Morgan
5-23-62

RECEIVED
MAY 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 - 1963
FOR FILING
6076

NOTED
C. A. CARL

May 10, 1962

Southern Pacific Company
Union Station
Portland, Oregon

Attention: A. W. Kilborn
Superintendent

Re: Oregon Contract No. 6076
10th St.-Highbanks Section
Eugene-Springfield Highway
Lane County

Gentlemen:

I am advised by Mansfield & Company, 1975 S. W. Fifth Avenue, Portland, Insurance Agents for the contractor on the above project, that they have forwarded you the insurances required under the terms of the contract.

Will you please advise as to whether or not the insurances furnished are satisfactory to you.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: F. D. Morgan
L. R. Chandler
W. H. Bailey

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1962

To: Mr. Cecil A. Gardner
Bridge Division
Salem

SUBJECT: Hamer Corporation
Contract No. 6076
10th St.-Highbanks Section
Eugene-Springfield Highway in Springfield
Grading

Attached for processing and approval are copies of the following United Pacific Insurance Company policies in connection with the above contract:

Policy No. RRP 1622, expiring 5-1-63. Southern Pacific Company is the insured.

Policy No. CLP 39331, expiring 7-3-62.

We would appreciate receiving the necessary copies for our insurance file.

Floyd Emery
Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. G. S. Paxson

fp

RECEIVED
BRIDGE DIVISION
AM PM
7 8 9 10 11 12 1 2 3 4 5 6

MANSFIELD & CO.

SURETY BONDS—GENERAL INSURANCE

1975 S. W. FIFTH AVENUE TELEPHONE CA 8-0191

PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7032

L. W. NEFF
ATLANTIC 1-8270

J. P. BARNES
ATLANTIC 8-1302

HILARY L. KENNEDY
PROSPECT 5-4953

May 7, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

In Re: HAMER CORPORATION, Contractor
Contract = Tenth Street-Highbanks
Section, Eugene-Springfield Highway,
Lane County, Contract #6076

Dear Mr. Query:

We are enclosing copy of our letter of transmittal to the Southern Pacific Company, forwarding to them the railroad protective policy issued in connection with the above work and also a certified copy of the comprehensive liability policy which the Hamer Corporation carry on its operations.

We also enclose a copy of each of those policies for your files.

If you need anything further, please let us know.

Yours very truly

Lillian Strong

MANSFIELD & CO.

N
Enc.

RECEIVED
BRIDGE DIVISION
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

RECEIVED
MAY - 9 1962
OREGON
STATE HIGHWAY COMMISSION

MANSFIELD & CO.

SURETY BONDS—GENERAL INSURANCE

1975 S. W. FIFTH AVENUE TELEPHONE CA 8-0191

PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7032

L. W. NEFF
ATLANTIC 1-8376

J. P. BARNES
ATLANTIC 8-1302

HILARY L. KENNEDY
PROSPECT 5-4953

May 7, 1962

Southern Pacific Company
Union Depot Building
Portland 9, Oregon

In Re: HAMER CORPORATION, Contractor
Tenth Street-Highbanks Section,
Eugene Springfield Highway, Lane County
Oregon State Highway Department Contract
#6076

Gentlemen:

We are enclosing railroad protective policy which has been issued for the above contractor by the United Pacific Insurance Company in connection withe the above work. A certified copy of the comprehensive liability policy which the Hamer Corporation carry is also enclosed for your records.

We hope these policies meet with your approval.

Yours very truly

MANSFIELD & CO.

N
Enc.

CC - Oregon State Highway Commission
Attention: Mr. Floyd Query

Hamer Corporation

RECEIVED
MAY - 9 1962
OREGON
STATE HIGHWAY COMMISSION

COMPREHENSIVE LIABILITY POLICY

UNITED PACIFIC
Insurance Company

DECLARATIONS

Policy Number CLP 39331

(1) P.W. HAMER (2) P.W. HAMER & ASSOCIATES
(3) HAMER CORPORATION

5609 NE 77TH
PORTLAND, OREGON

From 7-3-61 (MONTH-DAY-YEAR) to 7-3-62 (MONTH-DAY-YEAR) at 12.01 A

standard time at the address of the named insured as stated herein.

I HEREBY CERTIFY THAT THIS IS A TRUE COPY OF THE ORGINAL POLICY.
SIGNED

VAL T. WEBBER
ASST. VICE-PRES.

Please Read Your Policy

MANSFIELD & CO.
SURETY BONDS - INSURANCE
Phone: CApital 8-0191
1975 S. W. FIFTH AVE. PORTLAND 1, OREGON

UNITED PACIFIC
Insurance Company
TACOMA, WASHINGTON
A STOCK COMPANY

SHORT RATE CANCELLATION TABLE AND RULE

TABLE FOR POLICIES IN FORCE ONE YEAR OR LESS

DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM	DAYS POLICY IN FORCE	PER CENT OF ONE YEAR PREMIUM
1	5%	37-40	21%	95- 98	37%	134-136	53%	219-223	69%	292-296	85%
2	6	41-43	22	99-102	38	137-160	54	224-228	70	297-301	86
3- 4	7	44-47	23	103-105	39	161-164	55	229-232	71	302-305 (10 MOS.)	87
5- 6	8	48-51	24	106-109	40	165-167	56	233-237	72	306-310	88
7- 8	9	52-54	25	110-113	41	168-171	57	238-241	73	311-314	89
9-10	10	55-58	26	114-116	42	172-175	58	242-246 (8 MOS.)	74	315-319	90
11-12	11	59-62 (2 MOS.)	27	117-120	43	176-178	59	247-250	75	320-323	91
13-14	12	63-65	28	121-124 (4 MOS.)	44	179-182 (6 MOS.)	60	251-255	76	324-328	92
15-16	13	66-69	29	125-127	45	183-187	61	256-260	77	329-332	93
17-18	14	70-73	30	128-131	46	188-191	62	261-264	78	333-337 (11 MOS.)	94
19-20	15	74-76	31	132-135	47	192-196	63	265-269	79	338-342	95
21-22	16	77-80	32	136-138	48	197-200	64	270-273 (9 MOS.)	80	343-346	96
23-25	17	81-83	33	139-142	49	201-205	65	274-278	81	347-351	97
26-29	18	84-87	34	143-146	50	206-209	66	279-282	82	352-355	98
30-32 (1 MO.)	19	88-91 (3 MOS.)	35	147-149	51	210-214 (7 MOS.)	67	283-287	83	356-360	99
33-36	20	92-94	36	150-153 (5 MOS.)	52	215-218	68	288-291	84	361-365 (12 MOS.)	100

RULE FOR POLICIES IN FORCE MORE THAN ONE YEAR

1. DETERMINE FULL ANNUAL PREMIUM AS FOR A POLICY WRITTEN FOR A TERM OF ONE YEAR.
2. DEDUCT SUCH PREMIUM FROM THE FULL POLICY PREMIUM, AND ON THE REMAINDER CALCULATE THE PRO RATA EARNED PREMIUM ON THE BASIS OF THE RATIO OF THE LENGTH OF TIME BEYOND ONE YEAR THE POLICY HAS BEEN IN FORCE TO THE LENGTH OF TIME BEYOND ONE YEAR FOR WHICH THE POLICY WAS ORIGINALLY WRITTEN.
3. ADD PREMIUM PRODUCED IN ACCORDANCE WITH ITEMS (1) AND (2) TO OBTAIN EARNED PREMIUM DURING FULL PERIOD POLICY HAS BEEN IN FORCE.

RECEIVED
MAY 1 1962
FOR FILING

FORM CB-121 (4-22-59)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 10, 1962

6-76

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

Copy To

5-14-62

SUBJECT: Utility Adjustment
Rainbow Water District
10th St.-High Banks Road Section
Oregon Project No. F-330(1)

Your letter of April 4, 1962 and letter from subject Utility dated April 19, 1962, including estimate of cost and sketch of work to be done, are approved as the basis for an agreement.

You are authorized to proceed with the work as of this date. Reimbursement in the lump sum amount of $850.00 is approved subject to the provisions of PPM 30-4.

RECEIVED
MAY 11 1962
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1962
FOR FILING

6176

May 9, 1962

10th St.-High Banks Road Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustments of the facilities of the Pacific Power and Light Company in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which describes the adjustments to be made and establishes the obligation of the State to reimburse the Company for certain of the adjustments.

2. Two copies of the estimate of cost for making the adjustments for which the Company will be reimbursed.

3. Two copies of the sketch showing the adjustments to be made.

Your approval of the agreement as evidenced above and authorization to proceed with the work as of this date, with reimbursement to be made on lump sum basis in the amount of $820.96, under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

RECEIVED
MAY 4 1962
FOR FILING

FORM CO-121
(8-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 7, 1962

6076

Attention: Mr. G. S. Paxson, Deputy State Highway Engineer

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

SUBJECT: Oregon Project F-330(1), 10th St.-High Banks Road Section
of the Eugene-Springfield Highway

We are returning the single copies of easement indenture and construction agreement for the railroad crossing on the above project. As requested in your letter of April 25, 1962, we have reviewed both documents. They appear satisfactory and have our tentative approval, pending completion and execution in final draft.

It is noted that the attached agreement lacks a print of the railroad's drawing of the crossing and a copy of Exhibit "B".

Attachments

RECEIVED
MAY 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

DR-4/13/62-VII 911364/322

THIS INDENTURE, given this _____ day of _____, 1962, by SOUTHERN PACIFIC COMPANY, a corporation, herein called "Railroad", to the STATE OF OREGON, acting by and through its State Highway Commission, herein called "State";

WITNESSETH:

1. Railroad hereby grants to State the right to construct, reconstruct, maintain and use a highway by means of an overpass, hereafter called "structure", upon, over and across a strip or parcel of land situate in the west half of Section 30, Township 17 South, Range 2 West, Willamette Meridian, in the County of Lane, State of Oregon, described as follows:

Being a parcel of land 240 feet wide, within the land 100 feet wide, now of the Southern Pacific Company, lying equally 120 feet on each side of the L_2 center line of the Oregon State Highway Department Survey for Mohawk Road - McKenzie Highway Section, said center line being described as follows:

BEGINNING at the point of intersection of said center line with the easterly line of the said land, 100 feet wide, distant South 88°01'40" East, 50.04 feet along said L_2 center line from the original located center line of main track of said Company at Engineer Station 82+39.87 P.O.C. being also at Engineer Station L_2 298+65.26 P.O.T.; thence North 88°01'40" West, along said L_2 center line crossing said center line of main track at said Engineer Station 82+39.87 P.O.C., a distance of 100.09 feet to a point in the westerly line of said land 100 feet wide.

The side lines of said parcel of land terminate in lines parallel with and 120.0 feet southerly and 120 feet northerly, both measured at right angles from said L_2 line of said Survey.

The area of the above described parcel of land being 24022 square feet, more or less.

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, across and along said property.

3. This grant is also made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to State shall lapse and become void if the construction or reconstruction of said highway upon said property is not commenced within one (1) year from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in State the right to install or the power to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, along, over or across said property, except as may be necessary for the maintenance of said highway, **subject, however, to Oregon legislative enactments.**

6. State shall obtain any necessary authority and permission required to construct, reconstruct, maintain and use said highway upon said property from the governmental body or bodies having jurisdiction thereover.

7. Should State or its assigns abandon the use of said property or any part thereof, or fail to use the same for said purposes for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued and Railroad, its successors or assigns, shall at once have the right (in addition to, but not in qualification of, the rights hereinabove reserved) to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned, and upon Railroad's reentry, State, at State's expense, shall remove said highway from said property and restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway.

8. State shall record this indenture in the office of the Recorder of the County in the State of [redacted] Oregon in which said property is located.

9. The provisions of this indenture shall inure to the benefit of and be binding upon the successors and assigns of Railroad and the assigns of State.

IN WITNESS WHEREOF, the parties hereto have caused these presents

to be executed by their respective officers thereunto duly authorized as of the day and year first herein written. (In duplicate)

SOUTHERN PACIFIC COMPANY

By _____
Vice President

Attest _____
Assistant Secretary

APPROVED: R. H. Duncan

Deputy ~~Asst.~~ State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

ATTEST:

_____
Secretary

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

RECEIVED
MAY 4 1962
FOR FILING
F-330(1)
6076

Salem, Oregon
May 4, 1962

Hendricks Overcrossing
10th St.-High Banks Road Section
Eugene-Springfield Highway

Mr. I. D. Merchant

Mr. F. D. Morgan

Mr. L. R. Chandler

Under date of May 2, I sent you copies of an agreement between the State and the Southern Pacific Company covering subject project. Attached are copies of the map showing the easement area.

G. S. Paxson
Deputy State Highway Engineer

DIP:hm
attach (2 to Mr. Chandler)

cc Mr. J. H. Hershberger (with May 3 letter from SP and 6 copies of map)

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

May 3, 1962

322
O-PD-61-16

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Referring to previous correspondence regarding proposed highway overpass near our station of Hendricks, on Tenth Street--High Banks Road, Eugene-Springfield Highway:

In compliance with your verbal request, herewith ten prints of our Portland Division Drawing A-2357, showing in yellow tint, easement for overhead highway crossing.

Yours truly

A W Kilborn

map sent to Merchant + Chandler

REFERRED TO
Mr. Hendberger
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAY - 4 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 4 1962
FOR FILING

COMMISSIONERS
GLENN E. [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6076

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

Weyerhaeuser Company
Springfield,
Oregon

Attention: Mr. Harold Hauff,
Plant Engineer

Gentlemen:

re: Weyerhaeuser (30685)
Protection of Sewer Line
10th St.-High Banks Road Section
Eugene-Springfield Highway
Contract No. 6076

We have received from Weyerhaeuser Company, dated March 19, 1962, a permit of entry for the construction of certain facilities on property owned (or formerly owned) by Weyerhaeuser. We have now received a request from our contractor for a change in the design of the concrete protection of the existing sewer effluent line. This change is from the easement as shown on Plan Sheet 2A to a flat slab "bridge" over the pipe.

Since the permit of entry refers to our plan sheets, and this is a change from the original plans, it is deemed advisable to make a revision in the permit of entry to allow this revised construction, provided Weyerhaeuser concurs in this change.

The plans for this "bridge" were prepared by Hamilton and Thoms, subcontractor on structures, and have been checked and approved by our Bridge Division. Prints (2 sheets) of this slab are attached.

Please advise if you favor this plan over the original plan set forth in our Permit of Entry agreement for this project. If so, we will draw up an addendum to the entry agreement and forward it to you for your approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

RECEIVED
MAY 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:fp

Enclosures

cc G. S. Paxson
R. L. Porter
Ivan Merchant
W. T. Wright
L. R. Chandler

Form 3-405 1952-12-60
Duig Printing, Salem

Job No. ....

Sheet 2 of 2 Sheets

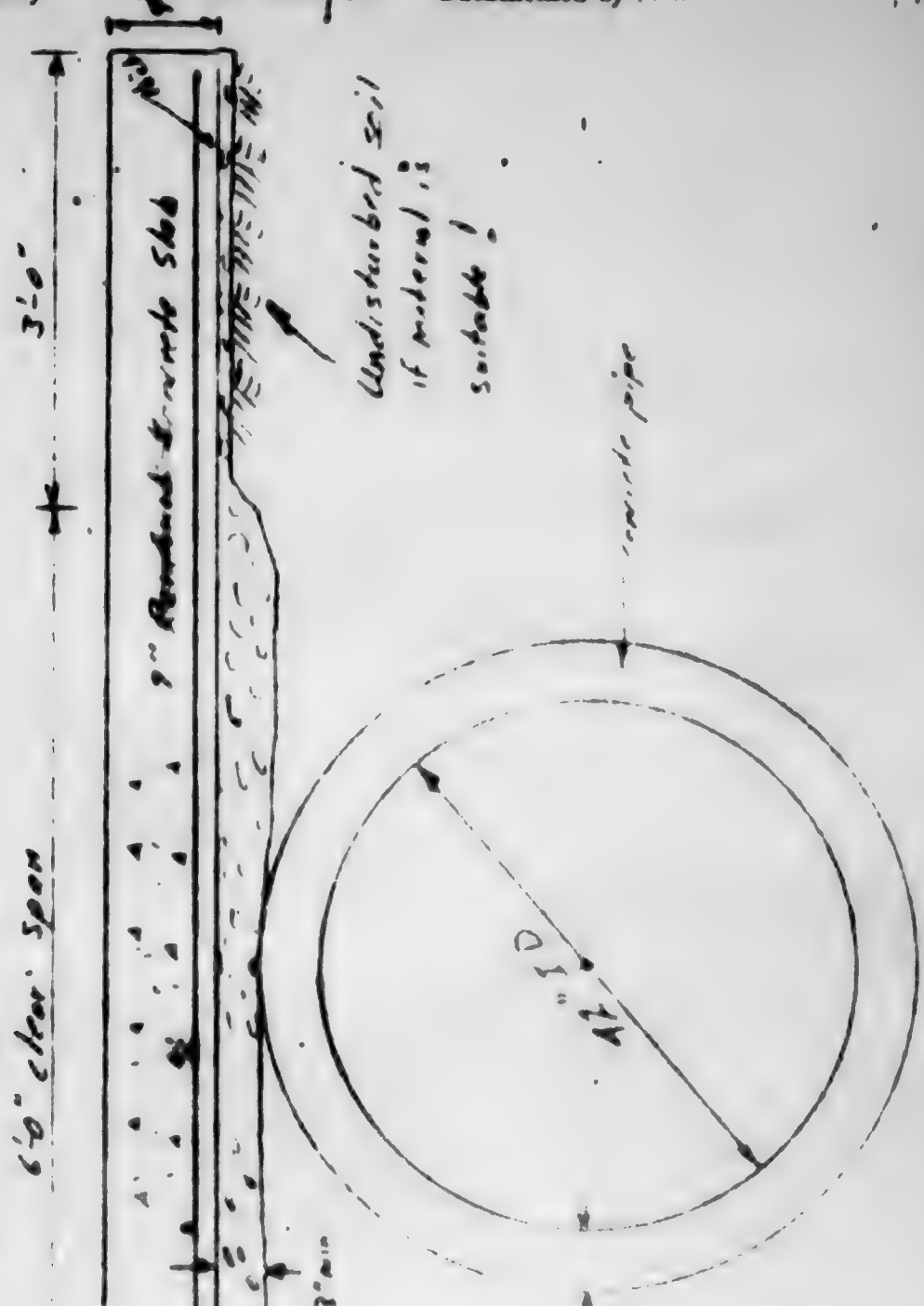
OREGON STATE HIGHWAY DEPARTMENT

Calculations for 10th St - High Banks Rd (Springfield) Section

Made by [illegible] Apr. 19, 1962 Checked by ..... 19.. Backchecked by ..... 19..

Protective Covering - 42" Storm Pipe

"N" Line



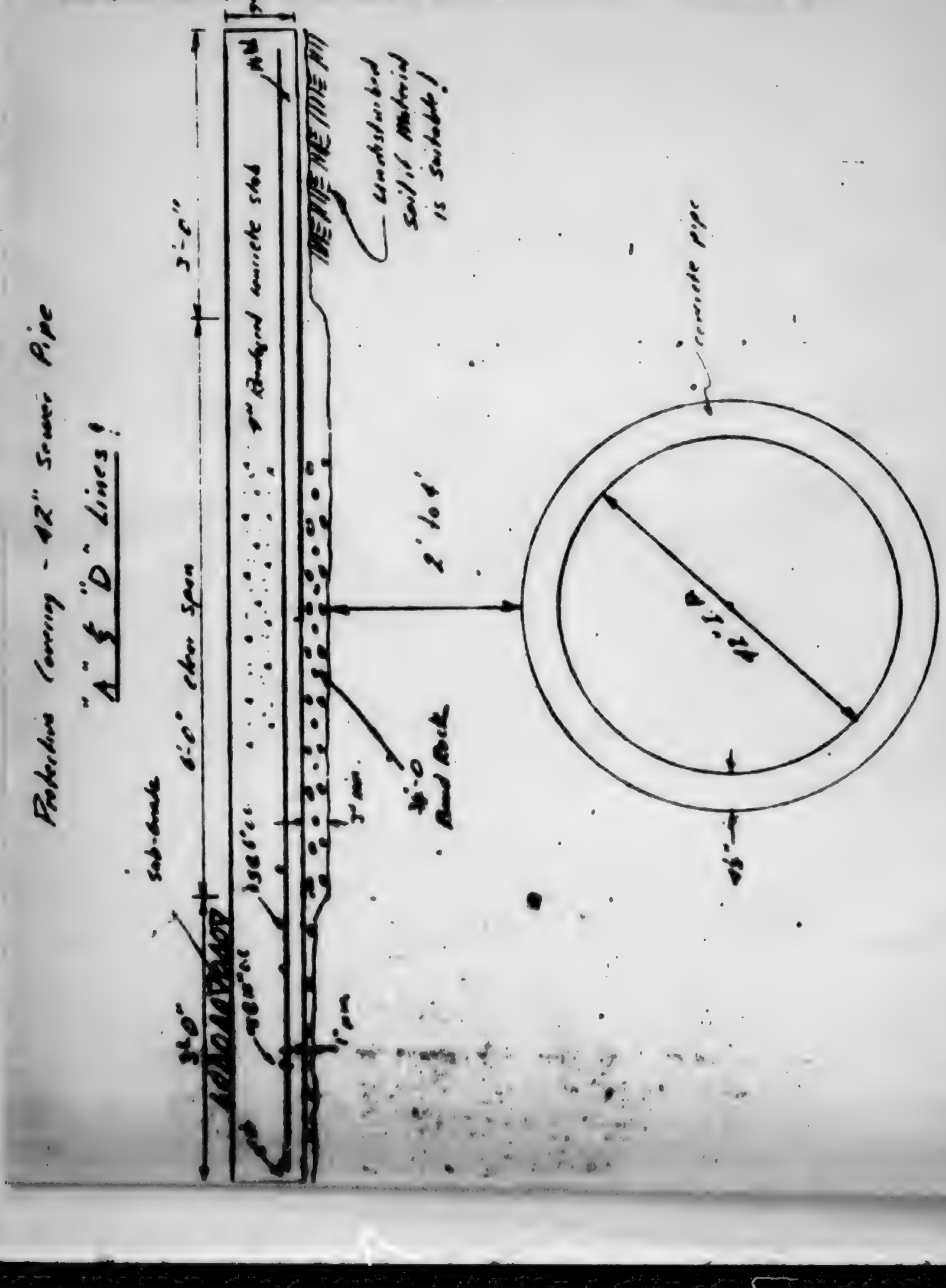
Job No

Sheet 2 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for 10th St - High Banks Rd (Springfield) Section

Made by CH'ord Apr 12, 1962 Checked by ..., 19 Backchecked by 19



RECEIVED
MAY 4 1962
FOR FILING

f-330(1)
6076

Salem, Oregon
May 2, 1962

Mr. I. D. Merchant

Mr. F. D. Morgan

Mr. L. R. Chandler

Hendricks Overcrossing
10th St.-High Banks Road Section
Eugene-Springfield Highway

Attached are copies of an agreement between the State and the Southern Pacific Company covering the overcrossing of its Wendling Branch on the 10th St.-High Banks Road Section of the Eugene-Springfield Highway. The map showing the easement area is not included, but copies will be furnished to you when they become available. The copies of the agreement are for your information in the meantime.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach. (2 to Mr. Chandler)

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 30, 1962

To: Mr. G. S. Paxson
Deputy State Highway Engineer

SUBJECT: Hendricks O-Xing
Tenth St.-High Banks Road Section
Eugene-Springfield Highway
Lane County
Southern Pacific Co.

O F F I C E

Attached are five copies of the agreement with Southern Pacific Company relative to the above-titled subject, which are being forwarded to you pursuant to your letter of April 25, 1962, for use by the Bridge Division and Construction Division, pending completion of the agreements.

Copies of Exhibit "A", the cost breakdown for the railroad, are attached to the agreements, but Southern Pacific Company's drawing A-2357 is not attached, inasmuch as you will recall that the Southern Pacific representative promised to forward ten copies of this drawing immediately upon his return to Portland. Exhibit "B", entitled "Relations with Railroad", is not attached to the agreements either. The only pertinent information which is contained on this form relates to the vertical clearance above the top of the rail which is shown being 22' 6". The workers to be employed on the project will be headquartered in Eugene and the estimated cost for travel for flagging crew from headquarters to job site and return is $1.20 per round trip. Other than that Exhibit "B" is the usual form.

I have not as yet had a reply from the description section concerning the adequacy of the railroad's description contained in the indenture. As soon as that information is made available, I will obtain Mr. Lindas' signature to the agreement and forward the same to the Secretary for signature by the Commissioners.

Additional copies of the agreement are available.

JNH:bjk
Attachments

J. N. HERSHBERGER
Staff Attorney

RECEIVED
APR 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 3 1962
FOR FILING

May 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

10th St. High Banks Road Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

Herewith are the following data covering the adjustment of the facilities of the Rainbow Water District in connection with construction on the subject project:

1. Two copies each of our Staff Attorney's letters which describe the work to be done and establish the obligation of the State to reimburse the District for making certain of the facilities.

2. Two copies of the estimate of cost for adjusting the facilities on private property. The total amount of the estimate is $873.26. The District requests lump sum payment of $850.00.

3. Two copies of Plan Sheet No. 5 on which the District has shown the adjustments to be made.

Your approval of the agreement between the State and District as evidenced above and authorization to proceed with the work as of this date, with reimbursement to be made on lump sum basis in the amount of $850.00, under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young

Office Engineer

DBP:'b

RECEIVED
MAY 1 1962
FOR FILING

F-336(1)

6076

April 30, 1962

Hamer Corp.,
5609 NE 77th Avenue
Portland 20
Oregon

Gentlemen:

We received the two copies of contract #6076 awarded to you on April 17, 1962, for grading the 10th St.-High Banks Section (Springfield) on the Eugene-Springfield Secondary Highway in Lane County.

We have changed the address of your firm on page #2 of Schedule of Contract Prices to read Portland instead of Roseburg. We have done this on all the copies here also.

Everything is in order on your contract copies except the need for your Secretary's signature on the Contract page (7) and Bond page (9). We note your Assistant Secretary has signed on page 7. We quote from the regulations set up by our Legal Division pertaining to signatures:

> "If the contractor is a corporation, the Contract and the Bond must be signed by the President and the Secretary of the corporation, unless other officers are authorized to execute contracts and bonds on behalf of the corporation, in which case a certified copy of the by-laws or minutes of the corporation, showing the authority of such other officers to execute the contract and bond for the corporation, must be furnished the State Highway Commission".

Also, please place the Secretary's or other official's signature beneath the President's signature. Thank you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
APR 27 1962
FOR FILES
I 330(1)
6076

Salem, Oregon
April 25, 1962

Mr. J. H. Hershberger
Staff Attorney
BUILDING

Hendricks Overcrossing
10th St.-High Banks Road Section
Eugene-Springfield Highway

Attached are the originals and duplicates of an easement indenture and a construction agreement covering the overcrossing of the Southern Pacific Company's Wendling Branch near Mohawk Road on the 10th St.-High Banks Road Section of the Eugene-Springfield Secondary Highway. I have an additional unbound copy which I am sending to the Bureau of Public Roads for its preliminary approval.

If you find these agreements satisfactory, will you please have them endorsed by Mr. Lindsa and give proper notice to Mr. Query for presentation to the Highway Commission.

It would be appreciated if copies of the documents could be made for use by the Bridge Division and the Construction Division pending completion of the agreements.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.
cc Mr. Floyd Query
Mr. I. D. Merchant
Mr. F. D. Morgan

4-66

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

April 24, 1962

322
(O-PD-61-16)

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. E. Paxson

Dear Sir:

Referring to previous correspondence regarding proposed highway overpass near our station of Hendricks on 10th St.-High Banks Road, Eugene-Springfield Highway:

Attached for your attention and execution are the following:

1. Duplicate counterparts and one copy of proposed easement from Southern Pacific Co. to State of Oregon for highway overpass;

2. Duplicate counterparts and one copy of proposed construction agreement between the same parties.

Please have these documents executed on behalf of the State, if satisfactory, after which the counterparts should be returned to me for further handling. The extra copies are for your use pending final execution.

Inasmuch as you are having this work performed in two separate contracts and bids for the first portion were opened April 11, it is suggested that both the indenture and agreement bear a date which will cover the entire period during which any work is performed on or adjacent to our property.

Yours truly,

A W Kilborn

RECEIVED
APR 27 1962
FOR FILING
F 330(1)
6076

April 25, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: 10th St.-High Banks Road Section
Eugene-Springfield Secondary
Highway, Lane County

Attached is one copy each of the easement indenture and the construction agreement covering the crossing of the Southern Pacific Company's Wendling Branch near Mohawk Road on subject section. This is a project which we now have under contract for grading and because it involves the placing of a few yards of embankment on the railroad right of way, we have been operating under permit of entry.

It would be appreciated if you would look the agreement over and advise us to your tentative approval. As soon as signed copies are in our hands, we will send you a conformed copy for your permanent file. I would like to have the copies of the indenture and agreement returned when you have finished your examination.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper

RECEIVED
APR 24 1962
FOR FILING
6076

April 24, 1962

Mr. A. W. Kilbern, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing under separate cover a copy of our Contract No. 6076 with Hamer Corporation covering grading work on the 10th St.-High Banks (Springfield) Section of the Eugene-Springfield Highway in Lane County.

This contract applies to the work described in our letter of transmittal to you dated April 4, 1962, at which time we mailed you preliminary copies of the special provisions and plans for the above-named project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JR:bb

cc: Mr. C. S. Parman

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Co.
65 Market St.
San Francisco 5, California

RECEIVED
APR 20 1962
COMMISSIONER

FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. MUCKLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6616

FORREST COOPER
STATE HIGHWAY ENGINEER

S. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 20, 1962

Hamer Corp.,
5609 NE 77th Street
Portland
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6076, awarded April 17, 1962, for grading the 10th St.-High Banks Section (Springfield) of the Eugene-Springfield Secondary Highway in Lane County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 2, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: L. H. Young
L. R. Chandler
Res. Engineer
Frank Morgan

RECEIVED
APR 20 1962
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

6076

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 19, 1962

Rainbow Water District
P. O. Box 8
Springfield, Oregon

ATTENTION: Mr. Jay C. Hicks, Jr.

Re: Sepia Print-Sheet 5
10th St.-Highbanks Road Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

Gentlemen:

Attached you will find one copy of the sepia print of Sheet No. 5 of the plans of the abovenamed section of the Eugene-Springfield Highway.

After making your drawings on the back of this print, please return it with your estimate. We will make as many copies as necessary, and send you as many as you need.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
G. S. PAXSON

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

enc.
TWL:bjh

cc: G. S. Paxson

RECEIVED
APR 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

MISC. CONTRACTS &
AGREEMENTS No.

RECEIVED
MAY 14 1962
FOR FILING

F (1)
6076

Salem, Oregon
April 17, 1962

Agenda Item 4-q

Mr. H. S. Cox
Engineer, City & County Relations Office

Cooperative Construction Agreement
10th Street-High Banks Section
Eugene-Springfield Highway
City of Springfield

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a cooperative construction agreement with the City of Springfield covering the 10th Street-High Banks Section of the Eugene-Springfield Highway in the City of Springfield.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Springfield, Oregon.

Secretary

rn
Attach: 1

4 B

FORM E-30 80M 3-61 24307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1962

AGENDA
APR 13 1962

To: Mr. R. L. Porter
O F F I C E

SUBJECT: Cooperative Construction Agreement
10th Street-High Banks Section
Eugene-Springfield Highway
City of Springfield

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved on 12/12/60.

John D. Graham
County & City Rela[illegible] Office Engineer

JDG:mm
Att.

NOTED
R. L. PORTER

RECEIVED
APR 1962
FOR FILING

FORM E-30 50M 7-60 29305

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17,1962

6016

SUBJECT: 10th Street-Highbanks Road
Eugene-Springfield Highway

To: Mr. F. D. Morgan
Construction Engineer

OFFICE

Contract #6076

Forwarded herewith, is a letter from the Southern Pacific Company granting us a permit of entry for our fill encroachment at the site of the railroad overcrossing. On the strength of this permit of entry, the job will be awarded.

Please note that the railroad company has conditioned the right of entry upon the furnishing by our contractor of adequate railroad protective and other insurance. Will you please see that this is complied with.

ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Office Engineer

LHY:mmb
Att.
cc: G. S. Paxson
W. T. Wright
Floyd Query

Insurance received 5/9/62 from Mansfield & Co.
Sent to Cecil Gardner for checking —
CTH.

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

4-59

S-2448

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

April 11, 1962

322

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young
Office Engineer

Dear Sir:

Referring to your letter of March 23, regarding right of way encroachment on Southern Pacific Railroad 10th Street-High Banks Road Eugene-Springfield Highway:

Permit of entry to place your embankment within area over which easement is to be granted for highway approaches and structures, is granted, conditioned upon your contractor first furnishing railroad protective and other insurances required in connection with Federal Aid Highway projects. This permission is also subject to understanding that railroad will be reimbursed for any expenses incurred in furnishing engineering-inspectors, flagmen or performing any other work, such reimbursements to be made under terms of formal agreement which is now being prepared.

Yours truly

A W Kilborn

RECEIVED
FOR FILE

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 17, 1962

6076

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project F-330(1)
Tenth St.-High Banks Road Section
(Springfield), Eugene-Springfield Highway

As requested in your letter of this date advising that all rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of contract No. 6076 to Hamer Corporation of Roseburg, Oregon, low bidder in the amount of $297,162.00 at the April 11, 1962 bid opening.

RECEIVED
APR 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1962
FOR FILING
(1)
6174

April 17, 1962

Mr. William E. Mansell
City Recorder
City Hall
Springfield, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Springfield a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and the City of Springfield covering street closures, prohibition of parking and payment for utility moves in connection with the Tenth Street-High Banks Road Section of the Eugene-Springfield Highway in Lane County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
APR 18 1962
FOR FILING

60-16

Salem, Oregon
April 17,1962

10th Street-Highbanks Road
Sugans-Springfield Highway

Mr. F. D. Morgan
Construction Engineer

OFFICE

Forwarded herewith, is a letter from the Southern Pacific Company granting us a permit of entry for our fill emrocachment at the site of the railroad overcrossing. On the strength of this permit of entry, the job will be awarded.

Please note that the railroad company has conditioned the right of entry upon the furnishing by our contractor of adequate railroad protective and other insurance. Will you please see that this is complied with.

L. H. Young
Office Engineer

LHY:mmb
Att.
cc: G. S. Paxson
W. T. Wright
Floyd Query

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

April 11, 1962

322

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young
Office Engineer

Dear Sir:

Referring to your letter of March 23, regarding right of way encroachment on Southern Pacific Railroad 10th Street-High Banks Road Eugene-Springfield Highway:

Permit of entry to place your embankment within area over which easement is to be granted for highway approaches and structures, is granted, conditioned upon your contractor first furnishing railroad protective and other insurances required in connection with Federal Aid Highway projects. This permission is also subject to understanding that railroad will be reimbursed for any expenses incurred in furnishing engineering-inspectors, flagmen or performing any other work, such reimbursements to be made under terms of formal agreement which is now being prepared.

Yours truly

A W Kilborn

RECEIVED
APR 17 1962
FOR FILING

April 17, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for Tenth Street-Highbanks Section of the Eugene-Springfield Highway in Lane County, Project F-330(1) to Hamer Corporation, Roseburg, Oregon on the basis of the bid of $297,162.00 submitted on April 11, 1962.

All rights of entry required for this contract are acquired.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
APR 17 1962
FOR FILING
6 16

April 17, 1962

Hamer Corporation
P. O. Box 428
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 11, 1962, accepted your proposal for grading the Tenth Street-Highbanks Section of the Eugene-Springfield Highway in the City of Springfield, Lane County, for the sum of $297,162.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 6076.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our wire to you of this date.

Yours very truly,

fp

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attn: News Room

Daily Journal of Commerce
83 Columbia Street
Seattle 4, Wn.
Attn: Lowell Richards

R. G. Savage (SIAC)
Frank Morgan
L. H. Young

NOTED
J. Mc C.

Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Wn. Attn: Dorothy McCormack

RECEIVED
APR 16 1962
FOR FILING

April 13, 1962

Hamer Corporation
P. O. Box 428
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, accepted your bid in the amount of $297,162.00 for grading on Tenth Street-Highbanks Section of the Eugene-Springfield Highway in Lane County, which was the low bid received for that job on April 11, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	X
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

TELEGRAM

SALEM, OREGON
APRIL 17, 1962
Time: 9:00

HAMER CORPORATION
N. UMPQUA HIGHWAY
ROSEBURG, OREGON

CONTRACT FOR GRADING/TENTH STREET-HIGHBANKS SECTION, LANE COUNTY, FOR WHICH YOU SUBMITTED LOW BID ON APRIL 11 AWARDED YOU TODAY. CONTRACT FORMS FOLLOW SHORTLY.

FLOYD QUERY, SECRETARY
OREGON STATE HIGHWAY COMMISSION

CC:
Confirmation
Accounting (Chg. 5003-900)
Files
Lee Gatlin

fp

RECEIVED
APR 16 1962
FOR FILING

April 13, 1962

Hamer Corporation
P. O. Box 428
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, accepted your bid in the amount of $297,162.00 for grading on Tenth Street-Highbanks Section of the Eugene-Springfield Highway in Lane County, which was the low bid received for that job on April 11, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
APR 16 1962
FOR FILING

F-33.6

April 12, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the April 13 Commission meeting there will appear the matter of entering into a cooperative construction agreement with the City of Springfield covering the Tenth Street-High Banks Road Section of the Eugene-Springfield Highway in Lane County. This is a routine procedure that covers such items as street closures, prohibition of parking, and payment for utility moves.

It is recommended that you approve the agreement and authorize the Secretary to sign it.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox

RLP:ajw fn

RECEIVED
APR 4 1962
FOR FILING

April 4, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing under separate cover a copy of the special provisions and plans covering grading work on the 10th St.--High Banks (Springfield) Section of the Eugene-Springfield Highway in Lane County, bids for which are to be received in Salem on April 11, 1962.

In general, the work is to be performed without interference with railroad facilities except for a minor 13-foot fill encroachment at the easterly end of the proposed structure over Henry Road and your Wendling Branch tracks as indicated on Sheet 7 of the plans.

Provisions set forth in Revision Letter No. 3 dated March 29, 1962 call for the contractor to protect your company's tracks and facilities and to furnish protective and liability insurance as set forth on pages 3, 4, 5 and 6 of said revision letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. B. Young
Office Engineer

JWR:lt

cc: G. S. Paxson

Mr. H. H. Williamson, Chief Engineer
Southern Pacific Co.
65 Market St.
San Francisco 5, California

Mr Edwards
9

F-33 (-1

.RSMEGM

(-176

RSB EGE MCE 249 3-30-62 221PM

L R CHANDLER
D J SAGE

RE: MR. PORTER'S REQUEST TO CONSTRUCT BY STATE FORCE 180 ~~XXXX~~ RODS TYPE 3 FENCE SOUTH SIDE 10TH STREET-HIGH BANKS ROAD PROJECT SPRINGFIEL STA 225 TO 255. JOB WAS TO BE DONE AS SOON AS POSSIBLE. DEPT OF FINANCE AUTHORIZED PURCHASE OF MATERIAL LOCALLY. PLS ADVISE WHAT ACTION HAS BEEN TAKEN SO FAR ON THIS JOB.

JOHN PHILLIPS

JRE
4.3+9

.EGO

,MCE EGE RSB 330 3-30-62 4 07

JOHN PHILLIPS
INFO D J SAGE

REQUESTS FOR BIDS OUT TO LOCAL DEALERS. SAGE WILL START ERECTING POSTS MONDAY. PLEASE ADVISE PREFIX.

RE TT 249

J F PUTNAM
LF --.3+3+9

NOTED
TOM EDWARDS

RECEIVED
APR 1962
FOR FILES

FORM E-30X—50M—8-61—16662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1962

SUBJECT: Telephone Line Adjustments
Pacific Northwest Bell Telephone Co.
10th St.-High Banks Road Section
Eugene-Springfield Highway
Lane County

To:
Mr. L. I. Lindas
Chief Counsel
BUILDING

Attention: Mr. Joseph Hershberger

Bids are to be opened on this project on April 11, 1962. Telephone lines owned by the Pacific Northwest Bell Telephone Company, 410 N. E. Clackamas Street, Portland 12, are in conflict with the proposed construction in the following locations:

A telephone line crossing the proposed "Q" Line at Stations 259+50, 260+90 and 265+00 contacted on power poles on public road right of way.

A telephone aerial cable crossing the "L" Line in the vicinity of Station 266+30 on public road right of way.

A telephone line crossing located on public road right of way in the vicinity of Station 297+75.

A telephone cable crossing in the vicinity of "L" Line Station 339+50 located on public road right of way.

It is the obligation of the company to adjust, relocate or remove its facilities located on public road right of way without reimbursement.

It will not be necessary to move all facilities so that they may be serviced from outside the access control lines at this time. However, at a future date, this section will be made to conform with Interstate standards. At that time, it will be necessary to adjust all facilities so that they may be serviced from outside the access control lines only. This should be taken into account when planning the work necessary for this project, and also in planning work for future expansion.

In view of the above, it is recommended that the company be notified to proceed with the work in the near future.

NOTED
[illegible]

Mr. W. N. Bailey, 1410 Orchard Street, Eugene, is resident engineer on the project. Mr. D. J. Sage, is D.M.S. for District 3-A.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp

cc G. S. Paxson

RECEIVED
MAR 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1962

SUBJECT: Power Line Adjustment
Pacific Power & Light Company
10th St.-High Banks Road Section
Eugene-Springfield Highway
Lane County

To:
Mr. L. I. Lindas
Chief Counsel
BUILDING

Attention: Mr. Joseph Hershberger

Bids are to be opened on this project on April 11, 1962. A power line owned by the Pacific Power and Light Company, Public Service Building, Portland 4, is in conflict with the proposed new construction in the following locations and must be adjusted, relocated or removed:

1. A pole left of the proposed center line in the vicinity of Station 255 on the left located on private property.

2. A pole and anchor left of the proposed center line in the vicinity of Station 256+40 located on private property.

3. A pole left of the proposed center line in the vicinity of Station 259+30 located on private property.

4. A pole in the vicinity of Station 264+60 right of the proposed center line located on private property under the terms of a recorded easement in Book 154, Page 418, Lane County Deed Records.

5. An anchor located on private property from a pole located on public road right of way left of the proposed center line in the vicinity of Station 267+30.

6. A power line on the northerly side of "Q" Street (existing) between Station "Q" 255+00 = "L" 255+00 and Station "L" 265, crossing the "Q" Line in the vicinity of Station "Q" 259+50 and Station "Q" 261 all located on public road right of way.

7. A power line at the junction of the old and new High Banks Road north of the proposed "D" Line of the High Banks Interchange located on public road right of way.

NOTED
G. S. PAXSON

It is the obligation of the State to reimburse the company for the cost

of adjusting, relocating or removing its facilities located on private property.

It is the obligation of the company to adjust, relocate or remove its facilities located on public road right of way without reimbursement.

It will not be necessary to move all facilities so that they may be serviced from outside the access control lines at this time. However, at a future date, this section will be made to conform with Interstate standards. At that time, it will be necessary to adjust all facilities so that they may be serviced from outside the access control lines only. This should be taken into account when planning the work necessary for this project, and also in planning work for future expansion.

In view of the above, it is recommended that the company be requested to submit an estimate and sketch map for the reimbursable work in accordance with PPM 30-4. The State will then obtain the authority to proceed with the work and will notify the company when such authority is obtained.

Mr. W. N. Bailey, 1410 Orchard Street, Eugene, is the resident engineer on the project. Mr. D. J. Sage is D.M.S. for District 3-A.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp

cc G. S. Paxson

RECEIVED
APR 4 1962
FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1962

To: Mr. Leonard Lindas
Chief Counsel
BUILDING

Attention: Mr. J. N. Hershberger

SUBJECT: Water Line Adjustments
Rainbow Water District
10th St.-High Banks Road Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

Bids are to be opened on the above-named project on April 11, 1962. Water lines owned by the Rainbow Water District, P. O. Box 701, Springfield, are in conflict with the proposed construction and must be adjusted.

A 4-inch water line crosses the proposed center line at Station 256+76 and must be adjusted and placed in conduit. This line is 150 feet in length, of which 10 feet lies on public roadway and 140 feet lies on private property. Since the State is obligated to bear the expense of all that lies on private property, it will be the obligation of the State to reimburse the District 140/150 or 93.3 per cent of the total cost of this adjustment.

A 4-inch water line crosses the proposed center line at Station 259+46 and must be adjusted and placed in conduit. This line is 215 feet in length, 24 feet of which lies on public road right of way and 191 feet on private property. The State is obligated to pay 191/215 or 88.8 per cent of the total cost of this adjustment.

A 6-inch water line lies on public road right of way on the north side of "Q" Street (existing), crosses the proposed "Q" Line at Station 258+40 and may have to be adjusted. It is the obligation of the company to adjust this line, if necessary, without reimbursement.

A 2-inch water line crosses the proposed "Q" Line at Station 260+85 and may have to be adjusted. It is located on public road right of way and it is the obligation of the District to bear the cost of any adjustment necessary.

A 3/4-inch water line crosses the proposed "Q" Line at Station 263+70 and may have to be adjusted. This line is located on private property and the cost of adjustment will be borne by the State.

It will not be necessary to move all facilities so that they may be serviced from outside the access control lines at this time. However, at a future date, this section will be made to conform with Interstate standards.

NOTED
G. S. PAXSON

At that time it will be necessary to adjust all facilities so that they may be serviced from outside the access control lines only. This should be taken into account when planning the work necessary for this project, and also in planning work for future expansion.

In view of the above facts, it is recommended that the utility be requested to prepare an estimate and sketch map for the reimbursable work as required by PPM 30-4. For the convenience of the utility, a sepia line print of Sheet No. 5 of the construction plans is attached.

Upon receipt of a satisfactory estimate and sketch map, the State will authorize the utility to proceed with the work.

The resident engineer for this project is Mr. W. N. Bailey, 1410 Orchard Street, Eugene. Mr. D. J. Sage is D.M.S. for District 3-A.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp

Enc.

cc G. S. Paxson

RECEIVED
MAR 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1962
FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1962

SUBJECT: Irrigation Ditch Conflict
McKenzie Irrigation Company
10th Street-High Banks Section
Eugene-Springfield Highway
Lane County
Project No. F-330(1)

To: Mr. L. I. Lindas
Chief Counsel

O F F I C E

Attention: Mr. Joe Hershberger

Bids are to be opened on the subject project on April 11, 1962. An irrigation ditch owned by the McKenzie Irrigation Company, 262 East 6th Avenue, Eugene, Oregon, crosses the proposed construction, and will be handled as follows:

> The ditch crosses the proposed "C" Line and "A" Line of the High Banks Interchange at Stations 334+80 and 321+25, respectively. The crossing of this ditch will be effected by the installation of 60-inch pipes 130 feet and 85 feet in length. These pipes are the same size as the one which is now in place at the point where "N" Street intersects the new High Banks Road. All this work will be done in conjunction with the State's contract by the State's contractor at no cost to the irrigation company.

The Resident Engineer for the project is Mr. W. N. Bailey, 1410 Orchard Street, Eugene, and Mr. D. J. Sage is D.M.S. for District 3A.

It is recommended that Mr. Charles Edwards, of the above-mentioned address for the irrigation company, be notified and his approval secured. It is thought that a letter followed by signature lines would be adequate.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

NOTED
G. S. PAXSON

TWL:bjh

cc: G. S. Paxson

RECEIVED
MAR 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1962
FOR FILING

March 23, 1962

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station,
Portland, Oregon

Re: Right of Way Encroachment
on Southern Pacific Railroad
10th Street-Highbanks Road
Eugene-Springfield Highway

322
O-PD-61-16

Dear Mr. Kilborn:

Reference is made to your letter of March 21st regarding our proposed railroad overcrossing at Henry Road on the same crosses your Twin branch of the Southern Pacific.

In this connection, I forward herewith three copies of the plans and specifications for the grading job for which we plan to open bids April 11th. It is not planned to construct the overcrossing structures at this time; however, on the easterly side of the railroad we encroach on the railroad right of way with our embankment about fifteen feet.

In order that this work might go forward at this time, it is requested that you grant us a permit of entry on the railroad property for the purpose of constructing this embankment. This matter was discussed with Mr. Ingram of your office this date.

Your early consideration of this request will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mmb
Enc.
cc: Mr. H. H. Williamson
w/ attachments, Supt.

Mr. Ivan Merchant
Mr. R. L. Porter
Mr. G. S. Paxson
Mr. F. D. Morgan

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

March 21, 1962

322
O-PD-01-16

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Ivan D. Merchant

Dear Sir:

Referring to previous correspondence relative to construction of Bridge No. 9066 on Mohawk Road-McKenzie Highway Section of Eugene-Springfield Highway near Hendricks; also known as Emery Road Twin Overcrossings project:

Was informed that State would be opening bids on April 11 on this project and, as of this present date, have not received reduced plans and specifications. Also, PUC Order has not been issued covering.

Please advise if State will be opening bids on April 11, and if so, please furnish three copies of reduced plans and specifications.

Yours truly

/sgd./ A. W. Kilborn

cc H.M. Williamson
Chief Engineer
6 S Market St.

Kendrew
CA 8-8181

RECEIVED
MAR 16 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
March 15, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Tenth Street-High Banks
Section
Eugene-Springfield Highway

Dear Sir:

All rights of way or rights of entry have been obtained on this project, except for the following files:

File No. 32898 - Huntington - $4,250. The complaint will be filed on March 16, 1962.

File No. 30685 - Weyerhaeuser Company. A Permit of Entry has been promised on this file and is supposed to be mailed from Tacoma today.

File No. 30700 - Southern Pacific Company. This file is being handled by Mr. Paxson, and I am informed that it is not yet closed. However, the current project does not contemplate encroachment upon the Southern Pacific ownership. The file is, therefore, not a part of the current project.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. L. I. Lindas

RECEIVED

FORM CD-12)
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

F-330 (1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 9, 1962

FROM : C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Copy To
3-16-62

SUBJECT: Oregon Project F-330(1)
10th Street-High Banks (Springfield) Section
Eugene-Springfield Highway

We have today approved the P. S. and E. documents for the above project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending receipt of evidence that arrangements are being made for necessary adjustments of public utility facilities affected by this project.

Approval of inclusion of funds for seeding and mulching of slopes, as provided in the preliminary estimate, does not necessarily mean use of State Forces for this work will be approved when requested.

RECEIVED
OCT 17 1961
FOR FILING
F-330(1)
4076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1961

SUBJECT: 10th St.-Highbanks Road Section
Eugene-Springfield Highway

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Herewith copies of correspondence between the Bridge Department and the Weyerhaeuser Lumber Company with regard to the structure which overcrosses the railroad easterly from Mohawk Road. Mr. Kronenberg of the Weyerhaeuser Lumber Company says that he does not understand enough about our plans to permit him to make a commitment regarding the proposed overcrossing.

Will you please contact Mr. Kronenberg and explain in the necessary detail our plans of construction in this area. To bring you up to date, it is proposed that we let a grading job from 10th Street to Mohawk Road with a temporary connection to "Q" Street on the westerly end running back to 7th in January. The railroad overcrossing will be let as soon as practicable; presumably in the spring.

Please give this matter your early attention so that we can reach an agreement with the Weyerhaeuser Company.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper
Ivan Merchant

NOTED
FORREST COOPER

RECEIVED
OCT 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1961
FOR FILES

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM
F 330(1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 5, 1961

Mr. C. Robert Smith, Manager
Springfield Chamber of Commerce
412 Main Street
Springfield, Oregon

Dear Bob:

In answer to your letter of September 28th, I wish to advise that we are currently planning to contract a section of the Eugene-Springfield Highway at the January 17th bid letting. The section which we will contract has tentative limits as from Tenth Street to High Bank Road. On the westerly end a temporary connection to "Q" Street will extend back as far as Seventh. This project will consist of the grading with the railroad overcrossing structure to be let in the spring after we have obtained P.U.C. approval and reached an agreement with the railroad.

Surfacing and paving of this section will have to wait a further programming of funds. In this connection, I might add that, since work on the Eugene-Springfield Highway was originally programmed and Secondary Funds were contemplated for building a considerable portion of it, the extension of the urban limits has changed our financial picture. Urban Funds are in short supply. It has become evident that we will not have Urban Funds in the amount required. Because of this, we are planning on taking this highway off the Secondary System and transferring it to the Primary System, as Primary Funds can be used in urban areas. Lane County has concurred with this action.

I believe the above information will bring you up to date on the project's status.

LHY:jw

cc Forrest Cooper
R. L. Porter
Ivan Merchant
H. S. Cox
F. D. Morgan

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards
Tom Edwards
Construction Engineer

RECEIVED
FORREST COOPER

SPRINGFIELD CHAMBER OF COMMERCE

412 MAIN ST. - BOX 155
SPRINGFIELD, OREGON

September 28, 1961

Mr. Tom Edwards
State Highway Construction Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Tom:

I hear you have been on vacation - hope you had a real nice trip.

Our Roads and Highways Committee has asked that I contact you to request information on plans for the starting of construction on the Q Street Expressway.

I would sincerely appreciate it, if at all possible, if you could inform me when construction will start on this project and what area it will cover - from 42nd Street to Mohawk, or 7th, or just where. We are also interested in the time table for construction.

Thank you very much for your consideration of this request for information.

Hope to see you, personally, in the not too distant future.

Very truly yours

C. Robert Smith
Manager

CRS:lj

CONSTRUCTION DIVISION
RECEIVED
SEP 28 1961
NOTED-- CE ACE ACE COE

334-1713	Gaston (2nd St.) Sec. of City Street (Grading & Paving)	1962
#6077		

Sp. State Day St Fund 143

NOTED
Harold C. Ayers

NOTED
H. S. COX

May 20, 1963

NOTED
DON HARWELL

Mrs. Fern Schroeder
City Recorder
City Hall
Gaston, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Dear Mrs. Schroeder:

In answer to your letter regarding cost of sidewalks in front of Mr. Redner's property, 30 square yards at $5.90 per square yard or $177.00.

Very truly yours,

H. S. Cox
County and City Engineer

by

H. C. Ayers
Field Engineer

HCA:eb

TOWN OF GASTON

Gaston, Oregon

NOTED
DON HARWELL

May 7, 63

RECEIVED
MAY - 8 1963
ENGINEER
COUNTY & CITY DIVISION

State Highway Department
Salem, Oregon
Attention Mr H.C.Ayres

Dear Mr Ayres:

At the last meeting of the City Council I was requested to write you for information concerning the cement work done for Mr G.A.Redner at the time the curbing and street work was done by the State Highway Department, I have on a letter from you a notation which states Mr Redners work should be $ 250.00 for curb and sidewalk and blacktop,as Mr Redner refuses to pay for all of it, could you give us a price on the sidewalk alone as the Council feel he should by all means pay this.
If you can give me the neme of any one else who can give me this information perhaps I can bother them with it, but would appreciate knowing before our next meeting date,

Sincerely,
Fern Schroeder
Fern Schroeder
Recorder

OREGON STATE HIGHWAY DEPARTMENT

NOTED

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-11-62	cc-782		331-1713-295

INVOICE NUMBER

76141

- City of Gaston
- City Hall
- Gaston, Oregon
- Attn: Mrs. Fern Schroeder, City Recorder

250.00 1962

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			850.00
Transfer of City's advance deposit on Special City Allotment project on Second Street. Covered by agreement of Nov. 15, 1961.			
Agreed City Share			850.00
To be refunded			none

NOTED
R.H. PRANGE

NOTED
V. R. JONES

RECEIVED
SEP 11 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ _____

By _____

A 150 (REVISED 7-60)

RECEIVED
SEP 4 1962
FOR FILING

September 4, 1962

American Surety Co.
600 Yeon Building
Portland 4, Oregon

Attention: Mr. David A. Lewis
Manager

Gentlemen:

Contract No. 6077 awarded to M & M Paving Co., for grading and paving Second Street in the City of Gaston, Washington County, was completed July 6, 1962, and accepted on August 9, 1962.

Final payment in the amount of $500.00 will be released to the contractor on or after September 11, 1962. The total contract amount is $13,067.07 including $49.22 for work performed under force account.

No claims for labor or material have been filed with us.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
M & M Paving Co.
Rt. 2, Box 186
Cornelius, Oregon

fp

RECEIVED
AUG 13 1962
FOR FILING

3-14-1912

6077

August 13, 1962

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

Semi-final payment on contract #6077 for grading-paving 2nd Street in Gaston, Washington County, will be released to the contractor, M & M Paving Co., on or after August 20, 1962.

This payment will be in the amount of $787 40 and reduces the retained percentage to $500.00.

No claims for labor or material have been filed with us.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M & M Paving Co.,
Route 2, Box 186
Cornelius
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 4, 19 62

Section Gaston 2nd Street

Kind of work Grading & Paving

Highway City Street County Washington

Section prefix 334-1713

Contractor M. & M. Paving Company

Contract number 6077

Date of contract April 19, 19 62

Specified work days 30

Date work started May 3, 19 62

Work days used 29

Project authorization $15,100.13

Per cent of time elapsed 97 %

Exclusive of engineering $14,026.51

Estimated cost of completed project, exclusive of engineering $13,217.07

Estimated per cent overrun or underrun 0.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,073.00

Engineering cost to date $1,800, 168 %

Date project was completed July 6, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	100%	100%	100%	100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate Completed and submitted Thursday.

NOTED
R. L. FOSTER

Final Report.

CONSTRUCTION DIVISION
RECEIVED
AUG 6 1962

Noted
M. N. Jones

NOTED
C. E. PAULSON

Signed Robert V. Berthiaume Assistant Resident Engineer

Address P.O. Box 4699 Sellwood Sta., Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.13	0.13	-	-	0.13
Miles partially completed	0	0	-	-	0.13
Miles completed	0.13	0.13	-	-	0
Total estimated quantities (contract)	1,100	1,320	-	-	580
Total quantities corrected to date	954.2	1,466	-	-	451.51
Estimated quantities moved or placed to date	954.2	1,466	-	-	451.51
Average daily quantities	0	0	0	0	0
Average daily quantities necessary to complete project on time	0	0	0	0	0
Number shifts per day	0	0	0	0	0
Hours per shift	0	0	0	0	0
Average force on project for week	0	0	0	0	0
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	F A I R		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	R A I N		
Saturday	"		

FORM S-129

RECEIVED
MAY 10 1962
FOR FILING

COMMISSIONERS
JAMES JACKSON, JR., CHAIRMAN
MEDFORD
KENNETH N. FRADLEY, MEMBER
PORTLAND
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PARSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6077

May 3, 1962

M & M Paving Co.,
Route 2, Box 186
Cornelius
Oregon

Gentlemen: We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6077, awarded April 19, 1962,
for grading-paving 2nd Street in Gaston,
Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.
dc

NOTED
R. H. PRANGE

April 24, 1962

NOTED
H. S. COX

Mr. J. E. McBurney
City Councilman
City Hall
Gaston, Oregon

NOTED
Harold C. Ayers

Dear Mr. McBurney:

This is to acknowledge receipt of the City's advance deposit of $850 and to advise that on April 19, the State Highway Commission awarded Contract #6077 to M & M Paving Company of Cornelius for the grading and paving of 2nd Street in Gaston. The amount of the contract was $13,172.50.

A copy of the contract and plans is enclosed for the City's information and records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
NOTED
DON HARWELL

H. S. Cox
County and City Relations Engineer

DMH:mm
Encl.

NOTED
JOHN D. GRAHAM

RECEIVED
APR 24 1962
FOR FILING

COMMISSIONERS
M. R. MOTVERT, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD OLNEY, SECRETARY
SALEM

6-77

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1962

M & M Paving Co.,
Route 2, Box 186
Cornelius
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6077, awarded April 19, 1962, for grading-paving 2nd Street in Gaston, Washington County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 3, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

PS: Just a reminder to have your signature read the same as your name is given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
A. E. Johnson
Res. Engineer
Frank Morgan

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
R. JONES

Salem, Oregon
April 20, 1962

Mr. L. H. Young
Office Engineer

City of Gaston
Special City Allotment Project

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

The required advance deposit has been received from Gaston on the 2nd Street Section. This project is now clear for award of a contract.

H. S. Cox
H. S. Cox by Don H.
County and City Relations Engineer

DNH:mm

Salem, Oregon
April 19, 1962

Mr. C. H. Maison
O F F I C E

City of Gaston
Advance Deposit
Special City Allotment Project

Attention: Mr. John Herr

Attached is the City of Gaston's advance deposit of $850 representing the City's share in the cost of the reconstruction project on 2nd Street.

D. N. Harwell
Mapping & Records Engineer
County & City Relations Division

NOTED
DON HARWELL

mm
Att.

RECEIVED
MAY 15 1962
FOR FILING

6077

April 19, 1962

M & M Paving Company
Route 2, Box 186
Cornelius, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 accepted your proposal for grading and paving Gaston (2nd Street) Section of City Street in Washington County for the sum of $13,172.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied, and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 6077.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 19, 1962

M & M Paving Co.
Route 2, Box 186
Cornelius, Oregon

Contract No. 6077 for grading and paving Gaston (2nd Street) Section of City Street in Washington County for which you submitted low bid on April 11 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
General Files
Lee Gatlin

RECEIVED
APR 16 1962
FOR FILING

334-12.3
1977

April 13, 1962

M & M Paving Company
Route 2, Box 186
Cornelius, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, accepted your bid in the amount of $13,172.50 for grading and paving on Gaston (2nd Street) Section in Washington County, which was the low bid received for that job on April 11, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

xxxxxxxxxxxxxxx

NOTED
DON HARWELL

April 11, 1962

NOTED
JOHN D. GRAHAM

Mrs. Fern Schroeder
City Recorder
City Hall
Gaston, Oregon

NOTED
R. H. PRANGE

NOTED

Dear Mrs. Schroeder:

On April 11, 1962, the Highway Commission opened bids on the Special City Allotment project on Second Street. The low bid was submitted by the M & M Paving Company and the anticipated cost of the project based on this bid is as follows:

Contract Items	$13,172.50
Flagging	100.00
Painted Traffic Markers	150.00
Engineering & Contingencies, 12-1/2%	1,677.81
Survey	750.00
Total Anticipated Cost.....	$15,850.31

As per the agreement executed between City and State, City is to advance the cost of concrete curb construction. The cost of the curbs as bid is $850. As the contract cannot be awarded until the City's advance deposit is in our hands, will you please forward to this office a check made payable to the Oregon State Highway Commission in this amount at your earliest convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Check received 4/19/62 $850 Don H.

H. S. Cox
County and City Relations Engineer

HCA:mm

xxxxxxxxxxxxxxx

NOTED
Harold C. Ayers

NOTED
J. S. C...

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

April 10, 1962

Mr. J. E. McBurney
City Councilman
City Hall
Gaston, Oregon

Special City Allotment Project

Dear Mr. McBurney:

I have advised the division engineer who is in charge of your proposed project of your request to place a 20-foot driveway at Station 4 as you have requested. They will place a 20-foot driveway where the 14-foot driveway is shown on the plans.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

ECA:mm

NOTED
H. S. COX

NOTED
Harold C. Ayers

Salem, Oregon
April 9, 1962

Special City Allotment Project
City of Gaston

Mr. A. E. Johnson, Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

Attention: Mr. E. S. Hunter

NOTED
R. H. PRANGE

NOTED
R. JONES

Mr. J. E. McBurney, City Councilman of Gaston, has requested that the driveway at approximately Station 4 be increased to 20' as two property owners are involved. He states that the present driveway is 22' wide but it will be ok to replace it with a 20' driveway.

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm

RECEIVED
APR - 3 1962
ENGINEER
COUNTY & CITY RELATIONS

Creative

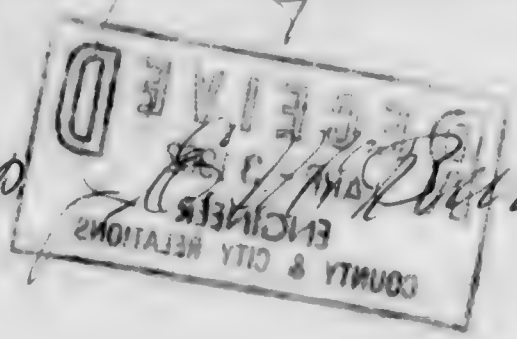
Easton Ore
Apr. 2 - 62

Mr Harold C Agnes
Dear Sir -
Something of importance
I meant to bring to your
attention Friday, when
you were here. The drive-
way No. 4 serves house No. 107
and also a driveway
joining it to the north which
goes to be back side of
Agns. Redners building
J. Therefore it must be
wider than 14 ft which
is indicated on the map. It
can be made as one drive
way as it is now, and should
be 30 ft wide measuring

from North side of Present
driveway to the south
The present drive Way
is 22 ft But it can be 2 ft
shorter on the South side
the North side of driveway
Comes right up to Camelia
Bush & Roses.
I know Gus. will be
terribly disturbed if he
dosent have part of the
driveway on his 10 ft alley
Also I want to pay for
this entire driveway,
you see I own the house
#107 and there would be
people terribly disturbed
if I got a driveway
built for free. Maybe me

Paying for the entire
drive way will make
Gus. feel better. If I Was of
on the Council I would
take it for free if I could
get it

Respectfully Yours



FORM E-20 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 30, 1962

NOTED
DON HARWELL

SUBJECT: Special City Allotment Project (1962)
2nd Street, City of Gaston

To: Mr. H. S. Cox
County and City Relations Engineer
Salem, Oregon

RECEIVED
APR - 1 1962
ENGINEER
COUNTY & CITY RELATIONS

With reference to your letter of March 21, 1962 regarding one power line guy pole left of Station 1+70, I wish to inform you that Mr. Robert Bothman, Resident Engineer on the project, has contacted both the City and the Power Company regarding revision of this pole. The Power Company agreed to relocate the pole in the sidewalk adjacent to its present position. This work will be accomplished before the contractor is on the job.

E. S. HUNTER
Assistant Division Engineer

NOTED
JOHN D. GRAHAM

ESH/lh

cc: F. D. Morgan
Robt. Bothman

RECEIVED
MAR 23 1962
FOR FILING
334-12[illegible]
[illegible]

March 23, 1962

Fern Schroeder
City Recorder
City Hall
Gaston, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Gaston a fully executed copy of an agreement between the State Highway Commission and the City of Gaston covering the Special City Allotment project on Second Street in Gaston.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

FORM E-20 50M 3-61 24307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1962

To: Mr. R. L. Porter
O F F I C E

SUBJECT: $250,000 Fund Agreement
City of Gaston

Attached are three copies of an agreement covering the Special City Allotment project on Second Street in Gaston. Two copies have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 11/15/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECEIVED
MAR 1 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1962
FOR FILING

334-1713

Salem, Oregon
March 23, 1962

$250,000 Fund Agreement
City of Gaston

Mr. H. S. Cox
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Gaston covering the Special City Allotment project on Second Street in Gaston.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Gaston.

Secretary

rn
Attach: 1

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
March 21, 1962

Special City Allotment Project (1962)
2nd Street, City of Gaston

Mr. A. E. Johnson, Division Engineer
Oregon State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
V. R. JONES

Attention: Mr. Ed Hunter

NOTED
R. H. PRANGE

Enclosed is one set of plans on the subject project. The City C ouncil has approved these plans and authorized J. E. McBurney and William H. Hoff to sign or do anything on the project with full authority of the Council. These gentlemen have signed and know all about the project.

The telephone poles have all been adjusted and the tree root will be out this week. The City is in the process of locating all service lines and if needed will lower one foot below subgrade.

The one power guy pole located in the corner is in a very critical location to guy the high voltage pole and the power company can find no other location and both city officials and power company would like to leave it in the present location. As it is not in the traveled roadway, would you please see if it could not be left as is?

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm
Encl.

NOTED
Harold C. Ayers NOTED
U. S. C[illegible]

NOTED
DON HARWELL

Salem, Oregon
March 14, 1962

$250,000 Fund Agreement

Mr. R. L. Porter
O F F I C E

City of Gaston

NOTED
R. H. PRANGE

Attached are three copies of an agreement covering the Special City Allotment project on Second Street in Gaston. Two copies have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 11/15/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
H. S. Co

March 7, 1962

NOTED
V R. JONES

Mrs. Fern Schroeder
City Recorder
Gaston, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Dear Mrs. Schroeder:

On March 2, 1962, we forwarded copies of an agreement covering the Special City Allotment project on Second Street and requested the agreements be signed and returned to this office by April 12, 1962.

As we now plan on advertising this project for our April 11 letting, we ask that you please call a special Council meeting and complete the signing of the agreement and return both signed copies to this office prior to March 16, 1962.

Very truly yours,

H. S. Cox
County and City Relations Engineer

Received
3/12/62

By

H. C. Ayers
Field Engineer

NOTED
JOHN D. GRAHAM

HCA:mm

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 5, 1962

NOTED
Harold C. Ayers

NOTED
R. JONES

SUBJECT: Preliminary Plans
Gaston (Second St.) Section
Washington County

To: Mr. W. D. Morgan
Construction Engineer
Salem, Oregon

NOTED
DON HARWELL

Attention: Mr. J. E. Morelock

NOTED
R. H. PRANGE

Enclosed you will find one set of preliminary plans for the subject project on which there are shown in red those additions and corrections which we feel necessary.

The additions and corrections shown on these plans should be made on the originals and corrected prints supplied to City-County Relations prior to the signing of the City Agreement in order that a corrected set of plans can be approved by the City.

NOTED
JOHN D. GRAHAM

R. S. HUNTER
Assistant Division Engineer

RSH/lh
Enc.

cc: Robt. Dykman
E. S. Cox

RECEIVED
MAR - 7 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
U. S. CO

March 2, 1962

Mrs. Fern Schroeder
City Recorder
Gaston, Oregon

NOTED
Harold C. Ayers

NOTED
DON HARWELL

Dear Mrs. Schroeder:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project for construction of Second Street. Enclosed are two copies of an agreement covering this project.

Will you please have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you and the Mayor please sign the two copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return both signed copies, along with three copies of the resolution of authorization, to this office prior to April 12, 1962. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Agreement Returned
3/12/62

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:eb
Encl.

NOTED
V. R JONES

NOTED
Harold C. Ayers

NOTED
JOHN D. GRAHAM

NOTED
U. S. C...

NOTED
DON HARWELL

Salem, Oregon
February 26, 1962

Mr. E. S. Hunter
Assistant Division Engineer
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

City of Gaston Agreement
Second Street Section
Special City Allotment Project

NOTED
R. H. PRANGE

Your letter on the subject agreement has been received and we believe that subjects 1 and 2 can best be covered by getting the city to sign one copy of the plan denoting they are aware of these matters.

The city recorder recently called and wrote a letter stating that the tree had been removed. We will check shortly to see if it has been removed satisfactorily.

H. S. Cox
County & City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm

FORM E-90 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

February 21, 1962

SUBJECT: City of Gaston Agreement
Gaston Second St. Section
Washington County

To: Mr. H. S. Cox
County & City Relations Engineer
Salem, Oregon

We are in receipt of your preliminary copy of the subject agreement and have the following suggestions as to points which should be inserted in the agreement, possibly under a heading "Things Agreed to by Both Parties Concerned".

1. Since the typical section is other than normal in that it will be sloped from west to east on a 0.03'/ft. slope for the full width of the road rather than crowned on the centerline, it would seem advisable to point this out in the agreement. As you will recall, this was necessary to alleviate the bad condition of the westerly sidewalk's being several feet higher than the easterly sidewalk.

2. The project proposed to include construction of a curb along the east side of Second Street with said curb having a 6-inch exposure to the street and a 4-inch exposure to the sidewalk. To obviate any complaints by the adjacent property owners after construction of the project, this should also be pointed out in the agreement.

3. Under "Things to be Done and Obligations Assumed by the City" it would seem pertinent to point out that the City has agreed to the removal of a large tree and its stump which is located in the area of the Second Street connection with the highway. As you will recall, an adjacent property owner in this vicinity informed the City that he would attend to this removal.

We thank you for your consideration in allowing us to bring up these points.

E. S. HUNTER
Assistant Division Engineer

ESH/lh

RECEIVED
FEB 23 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R JONES

NOTED
H. S. COX

NOTED
DON HARWELL

February 20, 1962

Mrs. Fern Schroeder
City Recorder
City Hall
Gaston, Oregon

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

Dear Mrs. Schroeder:

Thank you for your letter of February 15 giving the City's approval of the alternate plan for the Special City Allotment project. We will proceed on that basis. You will be contacted at a future date to work out details of the project and to negotiate an agreement.

In answer to your question regarding the City's eligibility for another project, one of the regulations covering allocation of the Special City Allotment fund is that a city which received a project in any calendar year shall not be eligible for funds in the following year. As Gaston had a project approved for construction from the 1962 fund the City will not be eligible for participation in the 1963 fund.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

mm

TOWN OF GASTON

Gaston, Oregon

February 15, 62

Mr H.C.Ayres
State Highway Department
Salem, Oregon

Dear Mr Ayres.

Your letter of January 15, 62 was read at the City Council meeting with the plan for the second street project and voted that the Alternate plan would be very acceptable and we understand Mr Redner has removed the tree in question.

I have also received a letter from the Highway Department regarding another allotment of money upon application, does this mean Gaston would be eligible for more Highway money at the present time, if so, I am sure they can find a use for it and would appreciate our portion.

no Fed a project in 1962

Respectfully,
Fern Schroeder
Fern Schroeder
Recorder

RECEIVED
FEB 19 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
February 6, 1962

Special City Allotment Project (1962)
Second Street
City of Gaston

Mr. J. E. Morelock
O F F I C E

NOTED
Harold C. Ayers

Herewith is the field data on the subject project. This has been checked and found to conform to the project as requested by City and approved by the State Highway Commission on November 15, 1961.

Due to the extreme grades into the residences, the City has been advised that "no work will be performed on driveways back of sidewalk lines." City will pay costs of concrete curbs and sidewalks and will remove the tree before this is ready to contract.

H. C. Ayers
Field Engineer, County & City Relations

HCA:mm

cc: Frank Hall
V. G. O'Neil

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

January 15, 1962

Mrs. Fern Schroeder
City Recorder
Gaston, Oregon

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

Attention: Mr. William Hoff, Street Commissioner

Dear Mrs. Schroeder:

On January 5, 1962 the writer and highway department engineers for your division met with Mr. Hoff, your Street Commissioner, regarding the Special City Allotment project on Second Street.

A memorandum covering the points decided at this meeting is enclosed. Will you please bring this to the attention of the City Council.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By
HCA
By Don H.
H. C. Ayers
Field Engineer

HCA:ml

cc: E. S. Hunter, Asst. Engr. Div. I

NOTED
JOHN D. GRAHAM

NOTED
H. C. Ayers

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
DON HARWELL

NOTED
H. S. COX

GASTON (SECOND STREET) SECTION
January 6, 1961

MEMO TO THE FILES:

I contacted Mr. Bill Hoff, Gaston Street Commissioner Thursday January 4th and arranged a meeting with him and Mr. Joe McBurnie, the other street commissioner.

Friday January 5th, Mr. E. S. Hunter, Mr. H. C. Ayers and myself met with Mr. Hoff as arranged. Mr. McBurnie was not present. Discussed was the following pertaining to improvement of Second Street in Gaston:

(1) The construction of a typical section was proposed with a curb having a four inch exposure to the sidewalk and a six inch exposure to the street. This curb to be constructed on the east side of the street against the existing sidewalk southerly to Main Street only. The existing ditch on the west side of the street to be preserved in its present condition.

(2) The existing driveways on the west side of second street to be paved to the existing sidewalk. The existing driveway gradients will not be increased but generally maintained at the present rates.

(3) A plan was presented to construct Second Street from the Tualatin Valley Highway to Church Street, paving only the traveled area at the connection to the highway. The area left between the pavement and existing sidewalk to be covered with gravel. This plan would cost the State an estimated $17,900 and the city $900. This cost to the city for construction of the walks and curbs.

(4) A alternate plan was presented to completely reconstruct the connection to the highway a provide a curbed section along the south side of the connection joining the existing curbed section on the highway. This plan would cost the State an additional $1,150 and the city an additional $350. The total cost to the city would then be $1,250. It was explained that these are estimates only and subject to the contract prices and construction quantities. The curb in this area would be constructed on the present grade of the sidewalk and sidewalk removed and depressed at the driveways.

At this time Mr. G. A. Redner, a property owner along the south side of the connection affected by the alternate plan was summoned. He was told the two plans as stated above. Mr. Hoff explained that the city did not have the means to finance the alternate plan. After discussion, Mr Redner agreed to pay to the city the additional $350 required to construct the curb and walk in the alternate plan. He also agreed to remove the tree required by this work at the time the job is advertised. Mr. Hoff and Mr. Redner were told the State dealt only with the city and the cost to the city would be the $1,250 estimated for the alternate plan.

Mr. Hoff agreed to the curb exposure, driveway paving, and the alternate plan to completely reconstruct the connection as discussed above. Mr. Hoff also informed us the city planned to replace and lower the water laterals on second street with the reconstruction of the street.

Robert N. Bothman
Resident Engineer

cc. Mr. E. S. Hunter
cc. Mr. H. C. Ayers

NOTED
JOHN D GRAHAM

NOTED
Harold C. Ayers

NOTED

NOTED
R. H. PRANGE

LOCATION PROSPECTUS
SECOND STREET
CITY OF GASTON
WASHINGTON COUNTY

NOTED
H. S. COX

NOTED
DON HARWELL

12-6-61

The following prospectus is submitted concerning the above-mentioned street in the city of Gaston.

The northerly terminus is the Tualatin Valley Highway at the southerly end of a bridge over the Tualatin River. The southerly terminus is the intersection of Second Street with Church Street in Gaston. The overall length of the project is 0.13 mile.

This will be a location survey to prepare plans, specifications, and estimates for the placing of concrete curbs, crushed aggregate surfacing, and 3 inches of asphaltic concrete wearing surface 28 feet wide.

The typical section will consist of a curbed street section with a 24-foot travel way and a 2-foot shy distance to the curb, which will be constructed on the easterly side only. The approved base design for construction is:

Paving	3" A.C.
Top Course, Base	2" Level
Bottom Course, Base	8" Cr. Base
Total Depth	13"

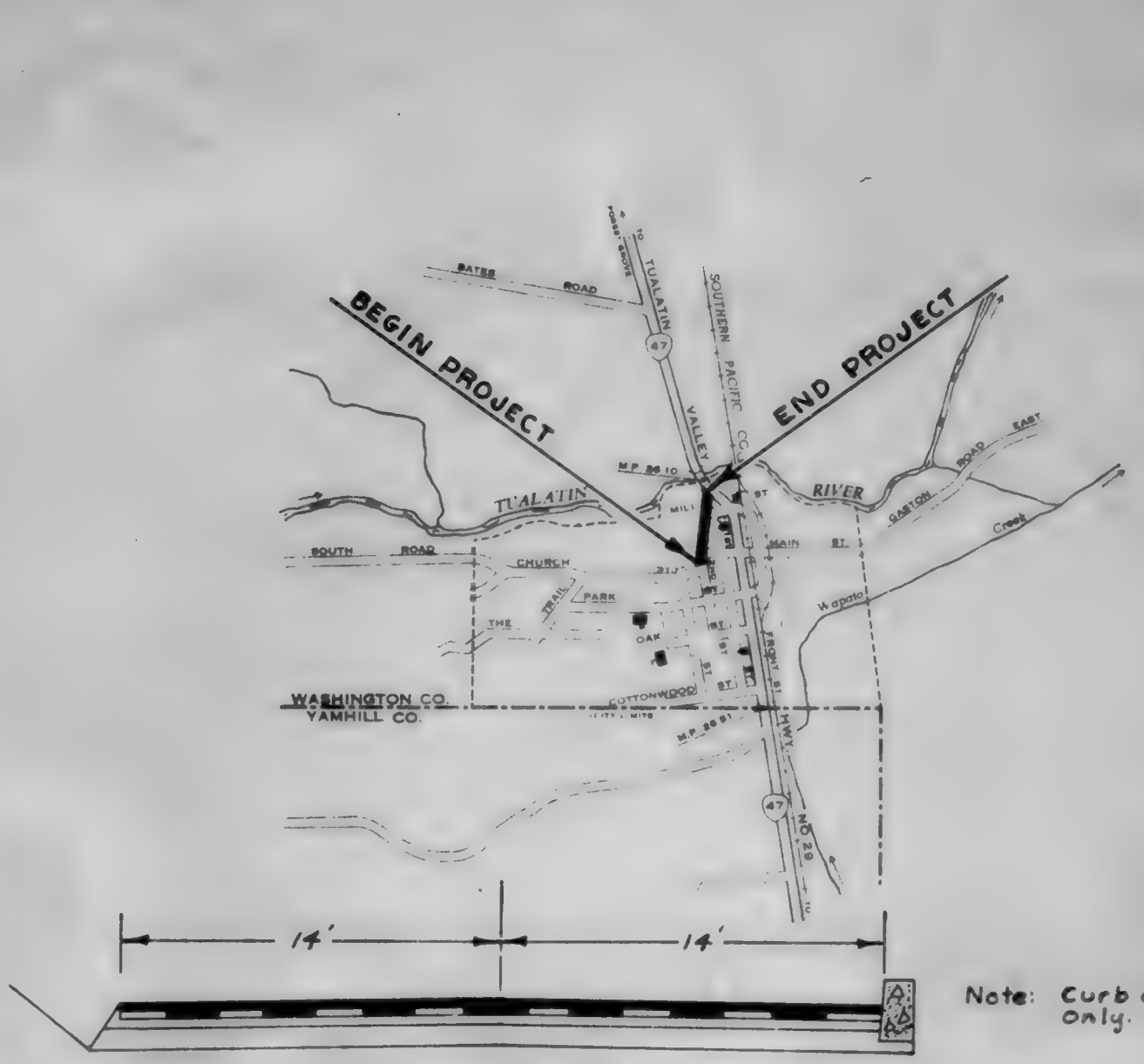
Final agreements with the City will be necessary.

December 6, 1961

Attach.

RECEIVED
DEC 8 1961
ENGINEER
COUNTY & CITY RELATIONS

cc Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright (3)
L. H. Young



TYPICAL SECTION

Note: Curb on Easterly Side Only.

PROSPECTUS MAP

SECOND STREET
GASTON

WASHINGTON COUNTY

DEC., 1961

LEGEND

- Post Office
- Public Bldg.
- School
- City Hall
- Court House
- R R Depot
- Armory
- Library
- Street open for travel

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

320

November 22, 1961

Mrs. Fern Schroeder
City Recorder
City Hall
Gaston, Oregon

Dear Mrs. Schroeder:

On November 15, the Highway Commission approved the City's request for reconstruction of Second Street from Church Street northerly to the Tualatin Valley Highway under provisions of the Special City Allotment fund.

The project was approved on the basis of the City paying the costs of the concrete curbs on the east side of the street. You will be contacted at a later date to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm

THE [illegible] STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section [illegible] Highway City of Gaston County Wake Prefix
Fed. Proj. Length of Project [illegible] Miles. Sta. to Sta. Date

TYPICAL SECTIONS Traffic Circle - Light Construction Area - 4 - [illegible]

Soil survey and recommended surfacing thickness completed at the request of H. C. Ayers, County-City.

1½" of top course A.C.
1½" of bottom course A.C.
2" of [illegible] base course.
Extra 8" of crushed base.
Silty Clay Loam

Required Base & Year		Designed Base	Year
Crushed	Not Crushed	Prest. Surf. All	
13			

① Typical Soil

27 - LL
8 - PI
62 - % P200
2 - % Gravel
8 - % Sand
49 - % Silt
37 - % Clay
5 - % Loss

AASHO Classif. - A-4 (8)

If 15" of the base course passed the #10 sieve, additional protection above the thin grained soil subgrade would be allowed.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be
Suitable material source to be determined by the Engineer. Boring Type: Municipal reference.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [signature] Soils Assistant
Recommended by [signature] Construction Engineer
Recommended by [signature] Engineer of Materials
Approved by [signature] Deputy State Highway Engineer

11-17-61

PRELIMINARY ESTIMATE, 1962 $250,000 Fund Project

CITY OF GASTON

Second Street from Church Street northerly to Tualatin Valley Highway, a distance of approximately 0.13 mile.

Grade; place concrete curbs on east side only, drainage, 10" base rock, 2" leveling course, and 3" asphaltic concrete 28' wide.

Item	Quantity		@	Total
Excavation, common	800	c.y.	$ 1.25	$ 1,000.00
Drainage excavation	40	c.y.	4.00	160.00
12" concrete pipe	200	l.f.	3.25	650.00
Catch basins	4	each	100.00	400.00
Coarse base rock	880	c.y.	4.50	3,960.00
3/4"-0" in base	170	c.y.	5.00	850.00
Concrete curbs	24	c.y.	55.00	1,320.00
Preparation of base	0.13	mile	1000.00	130.00
Class B asphaltic concrete	400	tons	12.50	5,000.00
				$13,470.00
12-1/2% engineering and contingencies				1,683.75
Survey				850.00
TOTAL ESTIMATE				$16,003.75

HCA:mm
11/17/61

Gaston, Oregon
November 6, 61

Harold C Ayres
State Highway Department
Salem, Oregon

Dear Mr Ayres;

At a regular meeting of the Town Council of the Town of Gaston, Oregon held November 1st 1961 at the City Hall, it was unanimously voted to allow the expense of constructing a curbing along the East side of third street from Mill to Church, in order that the street may be graded and paved.

Very truly yours,
Fern Schroeder
Fern Schroeder
Recorder Town of Gaston

RECEIVED
NOV - 9 1961
ENGINEER
COUNTY & CITY RELATIONS

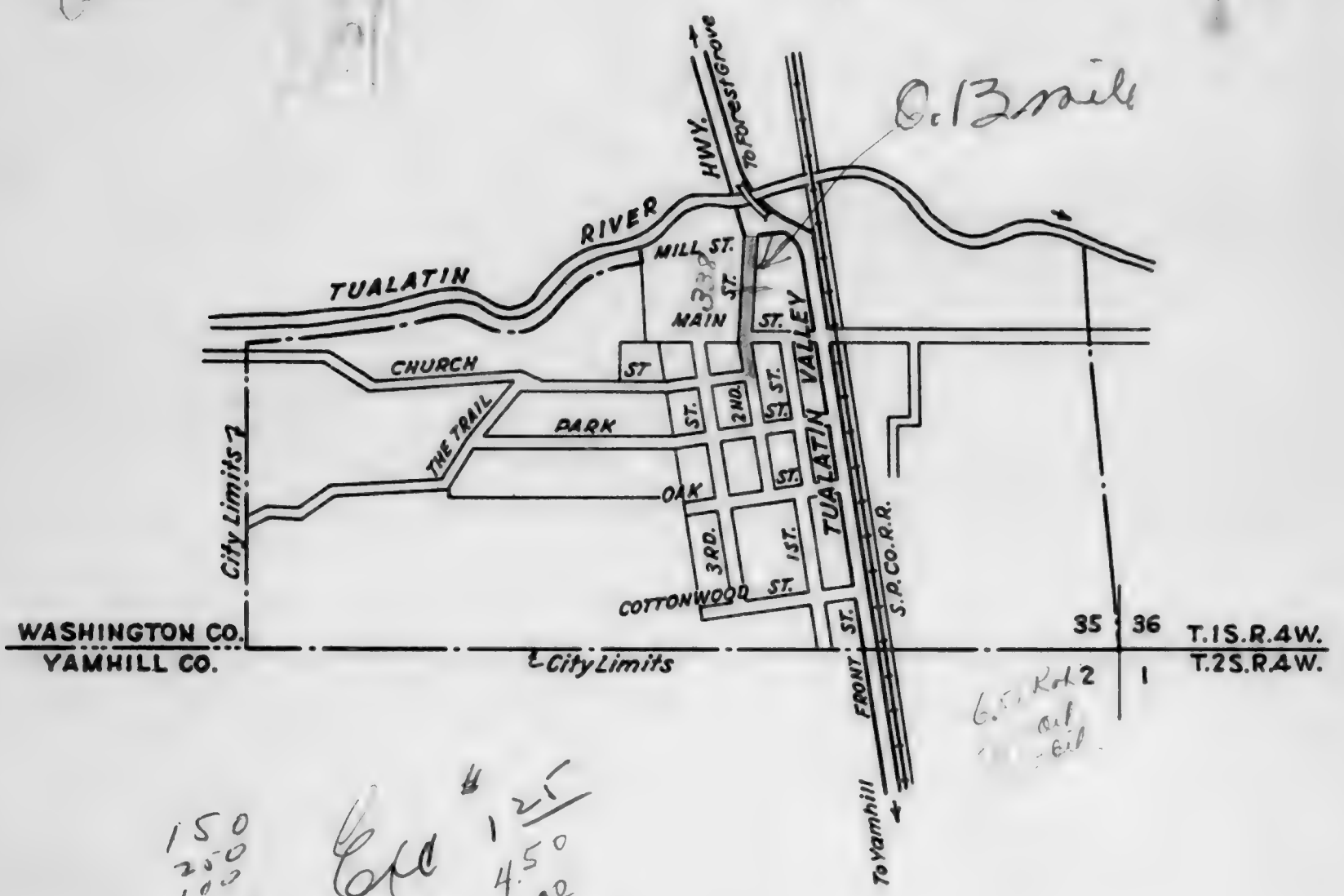
Joseph E. McBurg

JE

Bike Path

GASTON

Scale 1"=800'



150
200
100
500

Cld 1 25
Pave 4.50
3/4 5.00
curbs 55.00
Cdrk 100.00
12" 3 25
Ac 12 50

Division No. I

City: Gaston
County: Washington
Population: 1950 368
1960 320

Proposed Project - 1962: Second Street from Church Street northerly to Tualatin Valley Highway, a distance of approximately 0.13 mile. Grade; place concrete curbs, 10" base course, 2" leveling course, and 3" asphaltic concrete wearing surface 28' wide.

	State	City	Total
Estimated Cost:	$ 14,800	$ 2,700	$ 17,500

Remarks: This street is in poor condition and is receiving excessive wear due to heavy and unusual traffic from county road to markets.

Recommendation: Approval recommended.

FORM E-180

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 4, 1961

NOTED NOTED
Harold C. Ayers

Mrs. Fern Schroeder
City Recorder
City Hall
Gaston, Oregon

Dear Mrs. Schroeder:

This is to acknowledge receipt of a resolution adopted by the City of Gaston requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1962 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

NOTED
R. JONES

NOTED
Harold C. Ayers

March 30, 1961

NOTED
C. G. SWENSON

Mrs. Fern Schroeder
City Recorder
City Hall
Gaston, Oregon

Dear Mrs. Schroeder:

The enclosed resolution is being returned as it lacks your signature on sheet 2. Will you please therefore sign it in the space provided and return it to this office so that it may be considered in the 1962 Special City Allotment program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Initialed signed

C. G. Swenson
County and City Relations Engineer

Encl.

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Gaston is an incorporated city of the State of Oregon and has a population of 370 as given by the latest official census; and

WHEREAS, the following streets of said city, ~~Third~~ Second Street from Mill to Church Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Gaston does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Joseph E McBurney as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of March, 19 61

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

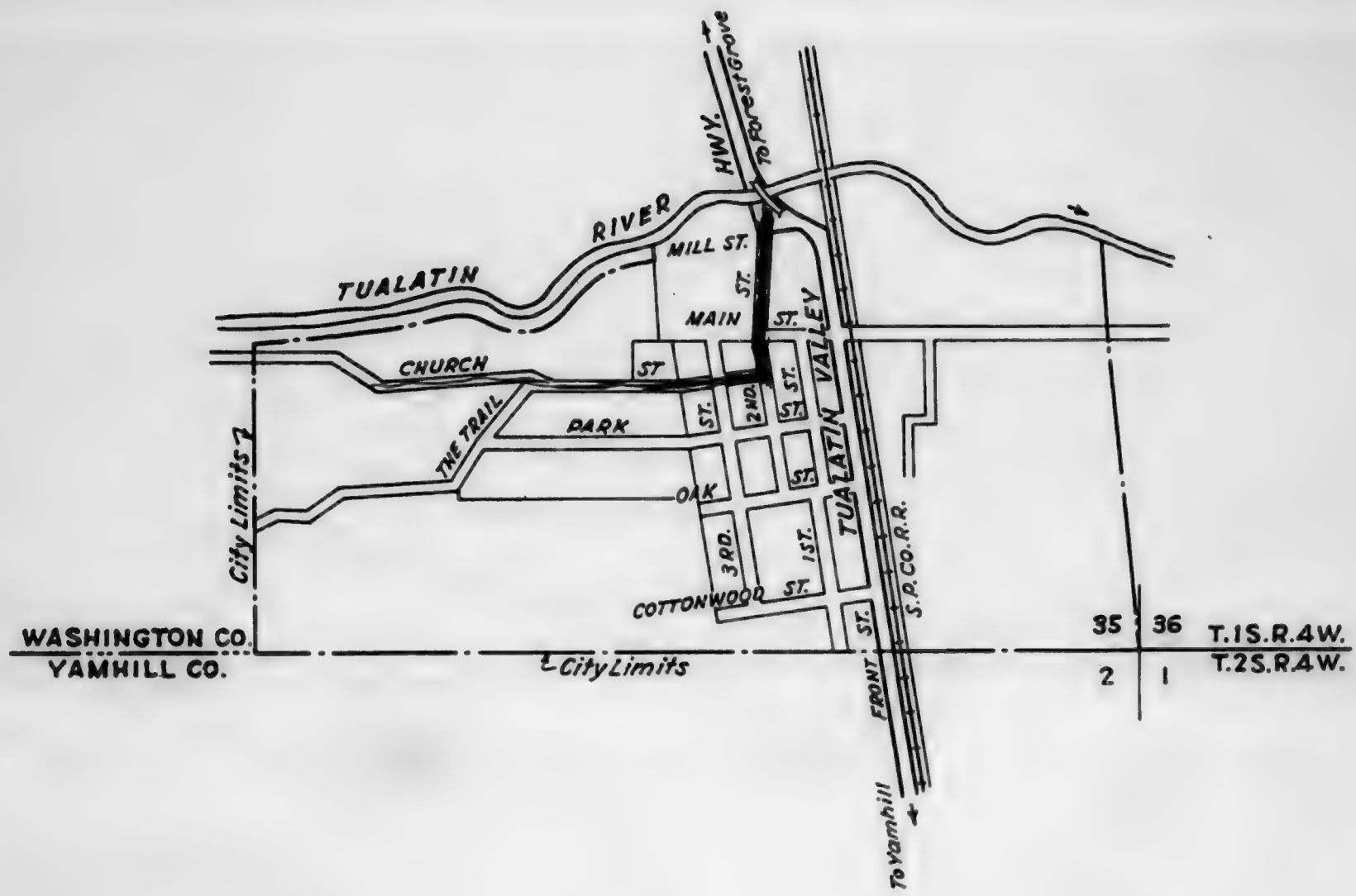
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Gaston at a regular or special meeting of said Council, held on the 1st day of March, 19 61, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 27 day of March, 19 61.

Fern Scheveder
City Recorder

GASTON

Scale 1"=800'



TOWN OF GASTON

NOTED
Harold C. Ayers

Gaston, Oregon

January 2, 61

NOTED
H. S. COX

NOTED
C C [illegible]ON

Oregon State Highway Department
Salem, Oregon

Gentlemen.

The Mayor of Gaston has requested me to write you regarding work to be done on the streets of Gaston by the State Highway.

Second street brginning at Mill is still in bad condition and should be either made over or repaired as our part of the work this year. Trail Street has been reported in need of work, but Second street and Church are the ones receiving out of Town traffic.

Respectfully,
Fern Schroeder
Fern Schroeder
Recorder

$ 250,000 Form 1
Sent
1-4-61

NOTED
JOHN D. GRAHAM

RECEIVED
JAN 4 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 27 1961
ENGINEER
COUNTY & CITY RELATIONS

17-1605 Traffic Signal Install., City of Grants Pass, Redwood Hwy. 1962

#6078

RECEIVED
FEB 26 1964
OTTO J. FROHNMAYER
PHILIP E. LOWRY
FOR FILING

PORTER J. NEFF
(1871-1959)

FROHNMAYER, LOWRY, [illegible] & DEATHERAGE
ATTORNEYS AT LAW
200 COOLEY THEATRE BUILDING
MEDFORD, OREGON

AREA CODE 503
PHONE 773-8425

12-1605
6:78

February 21, 1964

Mr. Floyd Query
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Mr. Query

Thanks for your letter of February 18, 1964 with regard to the city of Grants Pass contracts.

Enclosed you will find our firm check payable to the state of Oregon, state highway department in the amount of $3.50.

Thanks very much for your help.

Yours very truly,

FROHNMAYER, LOWRY & DEATHERAGE

By [signature] atty's

OJFpm
Enclosure

(#1596)
Sent check to Acct. Div.
4/25/64 with Req. for Outside Billing
CHH.

NOTED
FLOYD QUERY

RECEIVED
FEB 24 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 6 1962
FOR FILING
6078

December 5, 1962

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
220 Bush Street
San Francisco 4, California

Gentlemen:

Contract No. 6078, awarded to Madson & Stokes, Electrical Contractors, for traffic signal revision and installation on "E" and "F" Streets (6th and 7th Streets) Section of the Pacific Highway, Josephine County, was completed on September 28, 1962 and accepted by the Highway Commission on September 28, 1962.

Final payment in the amount of $1,819.75 will be released to the contractor after December 12, 1962. The total contract amount is $10,540.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jmc

cc: Madson & Stokes,
Electrical Contractors
525 S.E. Lane
Roseburg, Oregon

Fred L. York Insurance
1200 High Street
Eugene, Oregon

C. H. Maison

RECEIVED
DEC 5 1962

6078

December 4, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed September 28 on Contract No. 6078. The contract was with Madson and Stokes and was for work on "G" Street and "F" Street Traffic Signals on the Pacific Highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 28, 1962, and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
NOV 27 1962
FOR FILING
12-1603
6078

November 27, 1962

Madson & Stokes, Elect. Contrs.
526 S. E. Lane Str.
Roseburg, Oregon

Gentlemen:

Contract No. 6078 for traffic signal work in Grants Pass has been completed and the final estimate is being processed at this time.

It is a little difficult to say as to when the check may be coming to you, but a fair guess would be in about two weeks.

Yours very truly,

Secretary
OREGON STATE HWY. COMMISSION

FC:al

ELECTRICAL CONTRACTORS
COMMERCIAL - RESIDENTIAL - INDUSTRIAL

MADSON
STOKES

Bill Madson OR 3-7760
Chan Stokes OR 2-2866

526 S.E. Lane Street
Roseburg, Oregon
Telephone OR 2-4488

November 21, 1962

Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

RE: Contract 6078

Dear Mr. Query:

We received the copy of the letter you sent to our bonding company informing them that our traffic signal job in Coos Bay had been approved and final payment was being sent. We have not received a letter to this effect concerning the Grants Pass traffic signals job, which is finished also.

Very truly yours,

MADSON & STOKES
Electrical Contractors

Chan A. Stokes

CAS:dr

RECEIVED
NOV 26 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 7 1964
FORM E-30 50M 6-61 30681
FOR FILING
6078

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1962

SUBJECT: "E" and "F" Street Traffic Signals
Pacific Highway
Josephine County
Contract No. 6078

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
O F F I C E

Hudson and Stokes completed work on Contract No. 6078, "E" Street and "F" Street Traffic Signals on the Pacific Highway in Josephine County on September 28, 1962.

This contract is ready for acceptance by the Commission.

This is a State project, and does not require final inspection nor concurrence in acceptance by the Bureau of Public Roads.

Ivan D. Merchant
Bridge Engineer

CAG/rm

cc: Mr. D. B. Parkes
Mr. Floyd Query

RECEIVED
NOV 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
JUL 21 1962
FOR FILING

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1962

To: 6078

Mr. D. B. Parkes
Contract Payments
O F F I C E

SUBJECT: 6th & 7th Streets
Grants Pass (Pacific Highway)
Traffic Signal Rev. & Inst.
Contract No. 6078

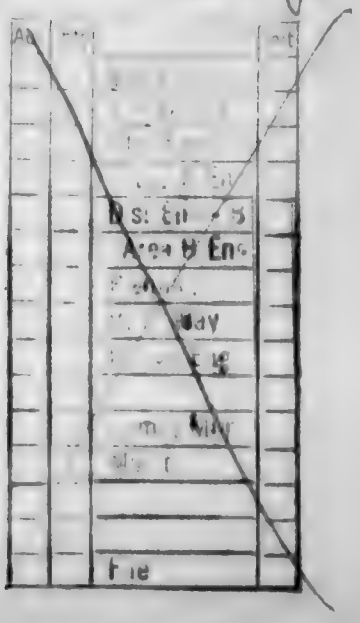
Madson & Stokes started work on "E" and "F" Street Section 6th & 7th Streets, Grants Pass, Traffic Signal Revision & Installation, Josephine County, Contract No. 6078, on July 2, 1962.

Ivan D. Marchant
Bridge Engineer

cc: Mr. Floyd Query

NOTED
FLOYD QUERY

Long BPR



RECEIVED
MAY 29 1962
COMMISSIONERS
FOR FILING

KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

E 178

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 28, 1962

Madson & Stokes, Electrical Contractors
526 SE Lane
Roseburg
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6078, awarded April 26, 1962, for traffic signal revision & installation at 6th & 7th Streets, Pacific Highway, in Josephine County. (Grants Pass).

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAY 28 1962

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6078

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 28, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. B. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6078, awarded April 26, 1962, to Madson & Stokes, Electrical Contractors, for traffic signal revision-installation on 6th & 7th Sts. (Grants Pass) on Pacific Highway in Josephine County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

cc: Glens Falls Insurance Co.,
Fred L York Insurance
1200 High Street
Eugene, Oregon

RECEIVED
MAY 2 1962
COMMISSIONERS

FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

17-1.11
6078

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 2, 1962

Madsen & Stokes, Electrical Contractors
526 SE Lane
Roseburg
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6078, awarded April 26, 1962, for traffic signal revision & installation on "E" & "F" Sts., (Grants Pass) Pacific Highway in Josephine County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 14, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

P.S. Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
L. R. Chandler
Res. Engineer
Ivan D Merchant

RECEIVED
MAY 15 1962
FOR FILING

April 26, 1962

Madsen & Stokes
526 S.E. Lane
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 accepted your proposal for traffic signal installation in the city of Grants Pass on the Pacific Highway, Josephine County, for the sum of $15,454, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 6078.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmm

cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1962

Madsen & Stokes
526 S. E. Lane
Roseburg, Oregon

Contract No. 6078 for Traffic Signal Installation, City of Grants Pass, Josephine County, for which you submitted low bid on April 11, 1962 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
APR 18 1962
FOR FILING

April 18, 1962

Madson & Stokes, Electrical Contractors
526 S. E. Lane Street
Roseburg, Oregon

Attention: Mr. Chan A. Stokes

Gentlemen:

In your letter of April 17 you inquire as to when contract and bond forms will be available for the traffic signal installation in Grants Pass, on which bids were received April 11.

Our Bridge Division has advised us that the contract is being prepared and we should be able to mail it to you within a few days.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

ELECTRICAL CONTRACTORS
COMMERCIAL - RESIDENTIAL - INDUSTRIAL

MADSON
STOKES

Bill Madson OR 3-7760
Chan Stokes OR 2-2866

526 S.E. Lane Street
Roseburg, Oregon
Telephone OR 2-2866

April 17, 1962

Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Re: Your letter of April 13, 1962
Traffic Signal Installation in
Grants Pass, Josephine County
Bid April 11, 1962

Dear Mr. Query:

We have not received contract and bond forms for the above job. Please forward them to our office so that we may obtain our performance bond.

Very truly yours,

MADSON & STOKES
ELECTRICAL CONTRACTORS

Chan A. Stokes

Chan A. Stokes

CAS:hap

RECEIVED
APR 18 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 16 1962
FOR FILING

April 13, 1962

Madson and Stokes
526 S. E. Lane
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, accepted your bid in the amount of $10,450.00 for traffic signal installation in Grants Pass, Pacific Highway, in Josephine County, which was the low bid received for that job on April 11, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
APR 3 1962
FOR FILING

April 2, 1962

Mr. Gary J. Audrey
Deputy City Auditor
City Hall
Grants Pass, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Grants Pass a fully executed copy of an agreement between the State Highway Commission and the City of Grants Pass covering the installation of traffic signals on Sixth and Seventh Streets in Grants Pass.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
enc.

RECEIVED
APR 4 1962
FOR FILING

MISC. CONTRACTS and AGREEMENTS No. 1171

117-1605
6034

Salem, Oregon
April 2, 1962

Traffic Signal Agreement,
City of Grants Pass

Mr. H. S. Cox
Engineer City & County Relations Dept.
Office

Attention: Mr. Don N. Harwell
County & City Relations Mapping Engineer

Attached is a conformed copy of an agreement with the City of Grants Pass, covering the installation of traffic signals on Sixth and Seventh Streets in Grants Pass.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Grants Pass.

Secretary

rn
Attach: 1

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1962

SUBJECT: Traffic Signal Agreement
City of Grants Pass

To: Mr. R. L. Porter

C F F I C E

Attached are three copies of an agreement covering the installation of traffic signals on Sixth and Seventh Streets in Grants Pass. Two copies of the agreement have been signed by the city and these copies require your signature of approval. The project is now ready for approval by the Highway Commission and certification by the Secretary.

The project was previously approved November 15, 1961.

Donald N. Harwell
County & City Relations Mapping Engineer

DNH:eb

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-15-61 Min. Page 33268
Secretary

RECEIVED
MAR
OFFICE OF
STATE HIGH

RECEIVED
NOV 30 1961
FOR FILING
17-1605

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
November 29, 1961

SUBJECT: State-City Agreement
Proposed Traffic Signal Installations
'E' and 'F' Couplet
Grants Pass

To:
H. S. Cox
County-City Relations Engineer
O F F I C E

The State Highway Commission, at its meeting on November 15, approved the installation of traffic signals at three of the four intersections of the Sixth and Seventh and 'E' and 'F' Couplets in the city of Grants Pass. There are attached nine copies of an agreement covering this installation. These agreements have been checked and found correct. Will you please care for their further processing.

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
NOV 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1961
FOR FILING

11/15/61
4k

November 24, 1961

Hon. Charles B. Gill, Jr.
Mayor of Grants Pass
City Hall
Grants Pass, Oregon

Dear Mayor Gill:

The State Highway Commission at its meeting on November 15 approved the installation of traffic signals at the intersections of 7th and "E" Streets, 6th and "E" Streets, and 7th and "F" Streets.

It was felt that this action is necessary to insure proper operation of the one-way couplet, utilizing "E" and "F" Streets as a part of a connection between the East Grants Pass Interchange on the Pacific Highway and the central business district of Grants Pass.

The cost of the signals at the three intersections plus the necessary interconnection to the existing traffic signal system on 6th and 7th Streets was estimated at $14,000. The installation was authorized by the Commission with the understanding that the City of Grants Pass would pay one-half of the cost of the installation and provide all future maintenance and power needs.

An agreement is being prepared and will be forwarded to you in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

F.J:jmc

cc: G. S. Paxson
F. B. Crandall

RECEIVED
NOV 15 1961
FOR FILING

November 14, 1961

Oregon State Highway Commission

Gentlemen:

As a part of the construction of a connection between the Mount Shasta Road Interchange on the Pacific Highway and the central business district of Grants Pass, a one-way couplet will be established on "G" and "H" Streets near the central part of the city. To insure proper operation of this couplet, it is deemed necessary to signalize the intersections with the present 6th-7th Street couplet on the Redwood Highway. Intersections in question are those of 7th and "G" Streets, 6th and "G" Streets, and 7th and "H" Streets.

The installation of traffic signals at three intersections, plus the necessary interconnection to the existing traffic signal system on 6th and 7th Streets is estimated to cost $14,000. Under the usual policy the City of Grants Pass would be required to pay one-half of the cost of the installation and to care for future maintenance and power consumption. City officials have indicated their willingness to enter into an agreement under these conditions.

This matter will be on the agenda for your consideration at the next meeting, and I recommend your approval.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

VPJ:pk:tm fn
cc F. B. Crandall
C. H. Maison

RECEIVED
SEP 22 1961

FOR FILING

17-16

To:
L. I. Lindas
Chief Counsel
O F F I C E

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1961

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Sixth and Seventh Sts. at 'E' and 'F' Sts.
Grants Pass

At the next meeting of the State Highway Commission, there will be presented a proposal for traffic signal installations to implement operation of the 'E' and 'F' one-way couplet connection to the Pacific Freeway in the city of Grants Pass. As it is desired to expedite this matter, will you please prepare the necessary State-City Agreement covering the proposed installation.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Redwood Highway, No. 125, (US99) which in this section of Grants Pass is routed over a one-way couplet with 7th Street carrying northbound and Sixth Street carrying southbound traffic.

2. It is planned to do the following work:

   a. Install fixed time signals at the following intersections:

      7th Street and 'E' Street
      6th Street and 'E' Street
      7th Street and 'F' Street

   b. Revise the existing traffic signals at the intersection of Sixth and 'F' Street.

3. The work to be done is estimated to cost $14,000.

4. The State shall make the installation either with its own forces or by contract and in the first instance, pay all costs thereof. The final cost shall be shared equally by the City and the State.

5. The City shall maintain the signals after installation and pay for all electrical energy consumed.

6. The City shall make no changes in the timing program established by the State without prior approval in writing from the State.

NOTED
G. S. PAXSON

7. The City, when returning the signed agreements, shall submit its check for one-half the estimated cost of the installation.

8. The City shall enact an ordinance or resolution prohibiting parking as follows:

   On the southerly side of 'F' Street from the westerly property line of N. 8th Street to the easterly property line of N. 6th Street.

   On the northerly side of 'E' Street from the easterly property line of N. 5th Street to the westerly property line of N. 7th Street.

   A copy of the ordinance shall be submitted with the signed agreements.

9. It is agreed between the two parties of this contract that at such time as the material installed under this agreement is in need of replacement, such replacement shall be shared on the same basis as the original installation.

J.Al. Head
Ass't. Traffic Engineer

VPJ:pk
cc: G. S. Paxson ✓
C. S. Swenson

RECEIVED
SEP 20 1961
STATE ... ENGINEER

RECEIVED
MAY 11 1961
FOR FILING

May 10, 1961

Mr. Roy Eames
City Manager
City Hall
Grants Pass, Oregon

Dear Mr. Eames:

During a recent meeting in your office, Mr. J. Al Head, Assistant Traffic Engineer, presented a preliminary estimated cost of installing traffic signal controls at Sixth and Seventh Streets at the intersections of "G" and "Y" Streets. A more detailed cost analysis has been made by this department, and the project is estimated to cost $12,000. The estimate is based on the assumption that the "G" and "Y" Streets Couplet be continued west to Fourth Street at the same time the signals are installed. If the couplet is not extended, an additional $1,000 will be required to revise the traffic signals for the future extension.

On the basis of the above-mentioned cost, it is our recommendation that the City of Grants Pass extend the "G"-"Y" Couplet at this time to Fourth Street. As may be seen, considerable savings will be realized if this is done. It should also be mentioned that there are other advantages to be obtained by extending the couplet at this time rather than at a future date. The installation of traffic signals at Sixth and Seventh Streets will reduce the capacity at these intersections. This is particularly true if two-way operation is maintained on one of the legs of the intersection. The extension of the couplet will eliminate this possibility and will result in increased efficiency by reason of the fact that all legs of the signalized intersection become one-way streets.

At such time as the City takes action on this matter, will you please advise this office. The matter will then be presented to the Highway Commission for its consideration on the usual 50-50 basis of cooperation between the City and State.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Pearson
Assistant State Highway Engineer

LEG:cs ae

cc to: Mr. W. C. Williams, Mr. F. B. Crandall, Mr. F. D. Morgan

FORM E-30X SOM 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1961

SUBJECT: Proposed Signalization
S 6th & S 7th Streets
Grants Pass

To:

V. P. Johnson
Traffic Control Engineer
Office

Attached is a file on the possibility of signalizing S 6th and S 7th Streets at "E" and "F" in Grants Pass. Mr. Head reviewed this situation with City Manager Eames on Friday, April 28, and it was concluded that there is (or will be) a need for traffic signals at these locations at the time the "E-F" Oneway Couplet is opened. The present opening date is contemplated as October, 1961.

The City of Grants Pass is also considering a one-way couplet on "E" and "F" to the west, and notwithstanding that the "E-F" Couplet now stops at 6th Street, I think we should give consideration from the standpoint of economy of installation, and request the City to extend the "E-F" Couplet to Fourth Street at this time.

Would you therefore proceed with the development of a preliminary estimate of cost for the installation of three signals and a revision of the one existing signal at 6th and "F". Also write a recommendation to the City to extend the "E-F" Couplet at this time, at least to 4th Street so that we may economize on the installation of the traffic signals. Stress this point of economy in our draft to the City as I think it will give them the necessary emphasis they need to extend the couplet and will also materially improve the operation of traffic at the 6th and "E" and 6th and "F" intersections.

Mr. Head advised the City that we would prepare this estimate and write them a letter in the near future advising them of the cost, and if they would care to participate we would present the matter to the Commission with a favorable recommendation. I do not feel that we need a field study for this, just a reasonable estimate. Mr. Head quoted somewhere in the neighborhood of ten to twelve thousand dollars total cost for the three installations.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

JAH:njc

RECEIVED
APR 20 1961
COMMISSIONERS
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 19, 1961

Mr. Roy Eames
City Manager
City Hall
Grants Pass, Oregon

Dear Mr. Eames:

Mr. Clarence Swenson, County & City Relations Engineer, advised you on March 13 that Mr. Val Johnson, Traffic Control Engineer, would contact you the first time he was in your area, to discuss possible signalization of 6th and 7th Avenue with the proposed "E" and "F" couplets. I wish to advise that Mr. J. Al. Head, Assistant Traffic Engineer, will be in the Medford-Grants Pass area next week and would like to arrange a conference with you shortly after 8:00 a.m., on Friday, April 29, if this is convenient.

He would also like to discuss with you a problem that has been called to our attention, relating to parking conditions and the sight distance restrictions on the Redwood Interchange area on South 6th Street, extended at West Park Street.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

JAH/tln
cc: G. S. Paxson
C. G. Swenson
Frank Morgan

RECEIVED
APR 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

518-1097 Washburn Way O'Ying & USRS Canal 1963
Culvert, FAS 434 over Great Northern
#6079 Railway Tracks [redacted]

RD 568
C+A 3456

518-1097 Washburn Way O'Ying & USRS Canal 1963
Culvert, FAS 434 over Great Northern
#6079 Railway Tracks [redacted]

RR 588
C & A 2486

OREGON STATE HIGHWAY DEPARTMENT

H..GHWAY DEPARTMENT INVOICE

NO. 86173

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-10-65	CC 967		51-10 7-2?7

RECEIVED
NOV 12 1965
ENGINEER
COUNTY & CITY DIVISION

Contract 4079
S-479(1)

Klamath County
Courthouse
KlamathFalls, Oregon

Att: Board of County Commissioners

NOTED
DON HARWELL

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Great Northern Railroad Overcrossing, FAS 434. Covered by agreement dated March 2, 1962.			
County Advance Deposit		55,000.00	
Less Amount previously transferred		41,000.00	
Balance Advance Deposit			14,000.00
County share construction cost		46,752.43	
Less amount previously transferred		41,000.00	
Balance due			5,752.43
To be refunded			8,247.57

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

NOTED
V. R. JONES

NOTED
H. S. COX

November 4, 1965

NOTED
R. H. PRANGE

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Gentlemen:

Final costs are now available on the Great Northern Railroad Overcrossing Section of FAS 434, Contract No. 6079, as shown in the enclosed cost statement.

In accordance with an agreement dated March 2, 1962, the amount of $8,247.57 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Mr. Winston Kurth

NOTED
V. R. JONES

RECEIVED
OCT 26 1964
PUBLIC HEARINGS

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 22, 1964

ATTENTION: Mr. C. H. Maison

Original signed by
L. R. Backlund

08-35.5

By: Admin. Manager

A. W. Parsons, Division Engineer
Salem, Oregon

L. R. Backlund
Administrative Manager

Courtesy Audit - Oregon Project S-479(1)
Great Northern Railway
Washburn Overcrossing

Attached is a copy of the audit report relating to the railroad claim on the subject project.

In accordance with your request for audit, dated July 9, 1964, the auditor has reported on the factors involved relating to the delay on the railroads part to submit final billings.

In the course of processing these requests for courtesy audits we have observed that another contributing factor that creates delay, is that in some cases, the State did not promptly notify the railroad of the completion of the project, and that the notification did not include the request that the final bill be submitted as soon as possible in accordance with the provision of the agreement between the State and the railroad.

Attachment

Orig. To Maison
With attachment
10-23-64

Copy To Young
10-26-64

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. C. H. Maison

DATE: October 22, 1964

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

SUBJECT: Courtesy Audit - Oregon Project S-479(1)
Great Northern Railway
Washburn Overcrossing

Attached is a copy of the audit report relating to the railroad claim on the subject project.

In accordance with your request for audit, dated July 9, 1964, the auditor has reported on the factors involved relating to the delay on the railroads part to submit final billings.

In the course of processing these requests for courtesy audits we have observed that another contributing factor that creates delay, is that in some cases, the State did not promptly notify the railroad of the completion of the project, and that the notification did not include the request that the final bill be submitted as soon as possible in accordance with the provision of the agreement between the State and the railroad.

Attachment

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

October 6, 1964

Mr. A. W. [illegible]
District Engineer
03-35 [illegible], Oregon.

[illegible]
[illegible] Audit Unit
05-21.11 [illegible], Missouri

Report on Courtesy Audit of Claims, Oregon Construction Project S 479(1), Great Northern Railway Claims, Audit Report No. 05-521-24

An audit of the costs claimed by the Great Northern Railway has been made in accordance with the provisions of applicable memoranda governing reimbursement requirements in conformity with Public Roads' audit standards and procedures. The examination covered total costs of $5,563.32 of which $154.91 was been recommended for administrative review. Several ineligible items were also noted during the audit but were not recommended for deduction because of the immaterial amount of money involved. These items are explained in Section II of the report.

The State of Oregon in a letter to the Bureau dated July 9, 1964, raised a question as to why the railroad does not bill its relocation costs on a more current basis. This question was posed to railroad representatives by the auditors. The railroad representatives stated that it takes them a minimum of six months to gather the detail necessary for the preparation of a final bill for construction and that it would only be an exceptional case where a bill was submitted earlier. In the case of flagging charges, the representatives stated that it would be possible to bill these costs faster because the flagging bills are prepared in the district accounting office at Klamath, Oregon. They suggest that the State should request a final flagging bill at the time the railroad is notified of the completion of the project. With such a request, they feel they can render the flagging bill well within the 120 day time limit set forth in the agreement.

lcc: W.O. A&I
lcc: R.O. A&I

Section I

Summary of Report

Report on Courtesy Audit of Claims, Oregon Construction Project S 479(1), Great Northern Railway Claim, Audit Report No. 65-521-24

The claim of the Great Northern Railway in the amount of $5,563.32 has been audited.

Transactions totaling $3,552.77 were selected to test the adequacy of the railroad's compliance with the provisions of the State-railroad agreement and Federal-aid reimbursement requirements. The tests made indicate that the railroad has generally complied with the provisions of the agreement and reimbursement requirements. Exceptions noted are detailed in Section II of the report.

The railroad work was performed during the period of April 1962 through June 1962.

The recommendations were not discussed with the Division Engineer's staff.

Section II

[illegible]

Item 1 - [illegible]terial Handling Rate Applied to the Value of Material Recovered

Item 2 - [illegible]terial Handling on Direct Shipment

Item 3 - [illegible]harges for an Item Not Covered in the Agreement

Item 1 - Material Handling Charge Applied to the Value of Material Recovered

The railroad has applied the 5% material handling rate to the value of material recovered. This is contrary to the provisions of paragraph 10f of FPM 30-3. The computation of this charge is as follows:

Page 4 of the bill - 5% handling charge on $89.13	$4.46
Page 5 of the bill - 5% handling charge on $64.85	3.24
Total	$7.71

Recommendation No. 1 - A recommendation for deduction is not made due to the immaterial amount involved.

Item 2 - Material Handling on Piece of Culvert

The railroad has applied the 5% scrap handling rate on material which was not handled through stores. This charge is contrary to the provision of paragraph 10f of FPM 30-3. The computation of the charge is as follows:

On page 5 of the bill

Description	Amount
Culvert	$523.00

On page 6 of the bill

Pylets	35.[illegible]
Wire lube	4.[illegible]
Base fittings	139.[illegible]
TOTAL	$561.30

5% of $561.30 - $28.07

Recommendation No. 2 - A recommendation for deduction is not made due to the immaterial amount involved.

Item 3 - Charges for an Item Not Covered in the Agreement

The railroad's claim includes labor charges of $154.91 representing the cost of relocating a water main located in the construction area. The agreement estimate does not indicate that this work was contemplated as a part of this agreement although the agreement plans do show a water line in the area of construction.

The railroad files indicate that this water line was owned by the Oregon Water Corporation and that the State reimbursed that body for the cost of

relocating the line. The files did not contain any further explanation of the railroad's charge.

There is a question in my mind, as to whether the railroad's charges are applicable to the water line relocation or the relocation of the railroad facilities. There is also a possibility that this item was previously considered in the claim of the Oregon Water Corporation.

Recommendation No. 3(a) - That the railroad be requested to explain the nature and need for this work so that a determination as to eligibility for reimbursement with railway-highway funds can be made.

Recommendation No. 3(b) - That a determination be made that this item has not been considered in the claim by the Oregon Water Corporation.

RECEIVED
OCT 9 1963
FOR FILING

SH-1-77
6079

October 9, 1963

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

On June 19, 1963, we wrote to you concerning release of final payment on contract 56079, awarded to Tom Lillebo Const. Co., for RR Overcrossing and Box Culvert on the GNRR Overcrossing Section of FAS 434 (Washburn Way) in Klamath Falls, Klamath County.

Final payment on this contract is $13,928.38 and the total contract amount is $179,113.55. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Tom Lillebo Const. Co.,
Box 365
Reedsport, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 19 1963
FOR FILING

518-1097

6079

June 19, 1963

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

Contract #6079 awarded to Tom Lillebo Const. Co., for the RR Overcrossing and Box Culvert on the GNRR Overcrossing Section of FAS 434 (Washburn Way) in Klamath Falls, Klamath County, was completed June 1, 1963, and was accepted by the Highway Commission on June 17, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 26, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dz

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Tom Lillebo Const. Co.,
Box 365
Reedsport, Oregon

cc: L. H. Young
C. H. Matson
Attn.: John Herr

RECEIVED
JUN 18 1963
FOR FILING

518-1097

6079

June 17, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 1 on Contract 6079. The contract was with Tom Lillebo Construction Company and was for work on the Great Northern Railroad Overcrossing on Washburn Way in Klamath Falls in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 17, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. [redacted]
Ivan [redacted]t
L. H. [redacted]
C. H. Maison

PMS:er

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1963

SUBJECT:

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

D E P A R T M E N T A L

Tom Lillebo Construction Company completed work on the Great Northern Railroad O'Xing on Washburn Way in Klamath Falls in Klamath County, Contract No. 6079, on June 1, 1963. This contract is ready for acceptance by the Commission.

This is a Federal-aid Secondary project and does not require final inspection nor concurrence in acceptance by the Bureau of Public Roads.

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: T. Litchfield
Accounting, Att: Duane Wolfe

RECEIVED
JUN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6079

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 13, 1963

Great Northern Railway Company
306 Kings Street Station
Seattle, Washington

ATTENTION: Mr. L. G. Reichert

Re: Completion of Construction
Great Northern RailwayOvercrossing
Washburn Way (Klamath Falls)
Klamath County
Contract No. 6079

Gentlemen:

This is to advise you that the Tom Lilleho Construction Company completed work on this project on June 1, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: Ward Cook-Rodgers Insurance Co., Inc.
524 S. W. 3rd Avenue
Portland 4, Oregon
ATTN: Mr. C. M. Burrows

R. L. Porter
P. M. Stephenson
I. D. Merchant
C. H. Maison
Dean Swift
James Gix

RECEIVED
JUN 19 1963
FOR FILING

518-1097

6179

9

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

REFERRED TO
Litchfield
BY DEPUTY STATE HIGHWAY ENGINEER

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

June 13, 1963

File: LD 50514

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

NOTED
R. L PORTER

Dear Sir:

If your contractor will start painting the structural steel of the bridge over our tracks at Washburn Way, Klamath Falls, Oregon, in the very near future, then you should send us an extension endorsement to Lloyd's London Policy LM 27575.

In this connection see your letter dated February 28, 1963 and my letter dated May 15th.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert

Assistant Chief Engineer

WR:re

cc: Mr. G. V. Guerin - Your file AFE 62-299, Contract 16880.

WORK COMPLETED - SEE MY LETTER TO REICHERT DATED 6-13-63

I

CONSTRUCTION DIVISION
RECEIVED
JUN 17 1963
NOTED-- CE ACE ACE

RECEIVED
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1963
FOR FILING

COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FIR-1097
6079

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 10, 1963

Mr. R. A. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Great Northern R.R. O'Xing
Contract No. 6079
FAP No. S-479(1)

Dear Sir:

Tom Lillebo Construction Company completed work on the Great Northern Railroad Overcrossing project on Washburn Way (FAS 434) in Klamath County, Contract No. 6079, Federal-aid Secondary project no. S-479(1), on June 1, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes
C. H. Maison
L. H. Young

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
MAY 27 1963
FOR FILING

10-1 77

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1963

SUBJECT: Insurance
Great Northern Railway O'Xing
Washburn Way (Klamath Falls)
Contract No. 6079

To:

Mr. James Gix
Resident Bridge Engineer
State Highway Department
1111 Walnut Avenue, Room 4
Klamath Falls, Oregon

Attached you will find a copy of letters from Mr. L. G. Reichert of the Great Northern Railway Company dated April 30, 1963 and May 15, 1963.

Please obtain the requested information from the contractor as soon as possible and send it to this office.

Ivan D. Merchant
Bridge Engineer

TWL:fp
Enc.
cc Floyd Query
R. L. Porter
P. M. Stephenson
T. W. Litchfield

RECEIVED
MAY 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

CONSTRUCTION DIVISION
RECEIVED
MAY 16 1963

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

May 15, 1963

File: LD 50514

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Do not overlook sending us extension endorsement to Lloyd's London Policy IM 27575 which will afford the Railway Company protection while your contractor is painting structural steel on bridges constructed over our tracks at Washburn Way, Klamath Falls, Oregon.

In this connection see your letter dated February 28, 1963 and my letter dated April 30, 1963.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. B. Kunkel

Assistant Chief Engineer

WR:re

cc: Mr. G. V. Guerin

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 1 PM
7 8 9 10 11 12 1 2 3 4 5 6

RECEIVED
MAY 16 1963
OREGON
STATE HIGHWAY COMMISSION

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

CONSTRUCTION DIVISION
RECEIVED
MAY 3 1963

REFERRED TO
Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

April 30, 1963

File: LD 50514

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

On February 28, 1963 you advised that painting of the structural steel on bridge constructed over our tracks at Washburn Way, Klamath Falls, Oregon, would begin the latter part of April or May.

Lloyd's London Policy No. 27575, which expired on March 1, 1963, afforded the Railway Company protection while work was being done on the overpass bridge.

Therefore, do not overlook the fact that we will require an extension endorsement to Policy 27575 or a renewal policy.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

E. G. Knebel

Assistant Chief Engineer

WR:re

cc: Mr. G. V. Guerin

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 1 - 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAY 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY - 1 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 1 1963
FOR FILING

SP-1.17
6079

1348

February 28, 1963

Great Northern Railway Company
Engineering Division
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

Attention: Mr. L. O. Reichert

Gentlemen:

Re: Your File LD 30514

Information contained in your letter of February 4, was transmitted to our job resident engineer with instructions to bring the matter to the contractor's attention. We have not as yet heard anything from the contractor.

Status of the job at the present time is that all work with the exception of painting the structural steel is completed. The job is shut down for the time being as we will not permit the contractor to do work of this type during the winter months. The job will remain shut down until weather favorable for painting arrives, which will probably be the latter part of April or May.

We will not permit the contractor to do any work until the insurance is extended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Ivan D. Merchant
Dean Swift
James Gix - P.S. Please bring this matter of extension of the insurance to Lillebo's attention. You are not to permit him to go back on to the job until you receive word from us that the insurance has been extended.

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

February 20, 1963

FILE: LD 50514

Mr. Forrest Cooper
Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Sir:

I would appreciate a reply to my letter dated February 4th, which reads as follows:

"Lloyd's London Railroad Protective Liability Policy No. 27575 issued by the Ward Cook-Rodgers Insurance Insurance Company, Inc. of Portland, Oregon, will expire on March 1, 1963.

"This policy affords the Railway Company protection while your contractor, Tom Lillebo Construction Company, is constructing bridge over our tracks at Washburn Way, Klamath Falls, Oregon, your contract No. 6079.

"If your contractor will not complete construction of the bridge by the March 1st date, you should arrange to have a renewal policy or an extension endorsement sent to me. If work has been completed, please advise date of completion."

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert

L. G. Reichert
Assistant Chief Engineer

WR:re

RECEIVED
FEB 21 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 5 - 1963
FOR FILING

5T8-1097

6079

Salem, Oregon
Feb. 6, 1963

Washburn Way Overcrossing,
Klamath Falls, Contract # 6079

James Cix
1111 Walnut Ave. Rm. 4
Klamath Falls, Ore.

Please note the attached from Great Northern Railway Co. concerning contractor's insurance.

Will you please arrange with the contractor to submit renewals on the insurance if necessary.

Ivan D. Merchant
Bridge Engineer

ACC:nl
Encl.

CC: Dean Swift
P. O. Box 1249
Bend, Oregon

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

STEPHENSON

February 4, 1963

FILE: LD 5051-4

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 7 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Sir:

Lloyd's London Railroad Protective Liability Policy No. 27575 issued by the Ward Cook-Rodgers Insurance Company, Inc. of Portland, Oregon, will expire on March 1, 1963.

This policy affords the Railway Company protection while your contractor, Tom Lillebo Construction Company, is constructing bridge over our tracks at Washburn Way, Klamath Falls, Oregon, your contract No. 6079.

If your contractor will not complete construction of the bridge by the March 1st date, you should arrange to have a renewal policy or an extension endorsement sent to me. If work has been completed, please advise date of completion.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert
Assistant Chief Engineer

WR:re
cc: Mr. G. V. Guerin

RECEIVED
FEB - 5 1963
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
May 31, 1962

Washburn Way O'Xing
Contract No. 6079

Dean Swift
Division Engineer
State Highway Dept.
P. O. Box 1249
Bend, Oregon

Great Northern Railway Company has approved Contractor's Insurance on the above job.

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: James Gix

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Seattle - May 28th 1962

FILE: AFE 62-299

Mr. G. V. Guerin - St. Paul:

Attached is Lloyd's, London, Railroad Protective Liability Policy No. 27575, issued by the Ward Cook-Rodgers Insurance Company, Inc. of Portland, Oregon, which will afford the Railway Company protection while the State of Oregon's contractor, Tom Lillebo Construction Company is constructing bridge over our tracks at Washburn Way, Klamath Falls, Oregon, our AFE 62-299.

This policy is effective from June 1st 1962 to March 1st 1963.

Policy was checked by our legal department in Seattle and was found to be satisfactory. Will you please forward it to our insurance department for recording?

L. G. Reichert

Assistant Chief Engineer

WR:rs
Enc.
cc: Ward Cook-Rodgers Insurance Company
Forrest Cooper, Oregon State Highway Engineer
(Attn: Ivan D. Merchant, Bridge Engineer)

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 2[illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

A

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 28, 1962
Salem, Oregon

To: Mr. Cecil Gardner
Bridge Division

SUBJECT: Tom Lillebo Construction Company
Contract No. 6079
Washburn Way Overcrossing and
USRS Canal Culvert, Klamath
County

Attached for processing and approval is a copy of Lloyd's of London, Policy No. LM 2757S, expiring March 1, 1963, which covers the above contract.

The Great Northern Railway Company is the assured. This Policy replaces Policy No. LM 27570.

Also attached is a copy of a letter dated May 25 addressed to Mr. L. G. Reichert, Assistant Chief Engineer, Great Northern Railway Company, Seattle, Washington, written by Ward Cook-Rodgers Insurance Company, Inc., concerning the insurance on this contract.

Upon completion, please return this policy for our insurance file.

Floyd Query

Floyd Query, Secretary

Att.

cc: Mr. G. S. Paxson

RECEIVED
BRIDGE DIVISION

A

WARD COOK-RODGERS INSURANCE CO., INC.

534 S. W. 3RD AVENUE • PORTLAND 4, OREGON

TELEPHONE: CA 2-4211 OR CA 8-8496

May 25, 1962

State of Oregon
State Highway Department
Salem, Oregon

RE: Tom Lillebo Construction Co., Contractor
Contract No. 6079
Washburn Way Overcrossing, Klamath County

Gentlemen:

Enclosed please find carbon copy of our letter dated May 25, 1962 to Mr. L. G. Reichert, Assistant Chief Engineer, Great Northern Railway, in connection with the captioned job. As you will note from the correspondence there were several changes he wished made on the Railroad Protective Insurance policy #LM 27570, thus the policy was cancelled flat and rewritten under policy #LM 27575. We are enclosing a copy of the new policy for your records. Please destroy your copy of #LM 27570, as this policy is no longer in force.

We trust you will find this to be satisfactory, and if you should have any questions in connection with the above, please do not hesitate to contact our office.

Yours very truly,

WARD COOK-RODGERS INSURANCE CO., INC.

C. M. Burrows

C. M. Burrows

pb
Enc.

cc: Tom Lillebo Construction Co.
Reedsport, Oregon

RECEIVED
MAY 28 1962
OREGON
STATE HIGHWAY COMMISSION

May 25, 1962

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
Room 306, King Street Station
303 South Jackson Street
Seattle 4, Washington

RE: Contract No. 6079
Washburn Way Overcrossing, Klamath County
Tom Lillebo Construction Co., Contractor

Dear Mr. Reichert:

Inaaccordance with your recent letter requesting several changes on Railroad Protective Insurance policy # LM 27570 for the captioned contractor, we wish to advise that we have cancelled said numbered policy flat. We have rewritten the policy under number #LM 27575, and the original of this policy is enclosed for your records. The change of address and the description of work has been made in accordance with your request.

We trust this policy will now meet with your approval and complete your file for the coming time. If there should be further questions in connection with this matter, please do not hesitate to advise.

Yours very truly,

WARD COOK-RODGERS INSURANCE CO., INC.

C. M. Burrows

pb
Enc.
cc: Tom Lillebo Construction Co.
Reedsport, Oregon
cc: Oregon State Highway Department
Salem, Oregon

COPY

RATHBONE, KING & SEELEY

(27575?)

REWRITE OF
RENEWAL OF [redacted]

BROKER WARD COOK-RODGERS INS.
ADDRESS 603 Panama Building
Portland, Oregon

LM Nº 27573

[redacted]

S.L.A. FILING DATE

O.M. CABLE DATE

A/C MONTH

PREMIUMS PAYABLE

	1. State	2. Federal	3. Stamp Bond	4. Policy Fee	5. Fire Marshal	6. Service Fee	0. Total Recv.		
Receivable									
Taxes and Fees	6. Service Fee	7. Taxes Allowed	8. Policy Fee						
Payable									

Class	Comm. Agent	Comm. R.K.S.	Gross Premium	Trans. A	Trans. B	Eff. Date	Exp. Date	New A P R P	Co.	Line	Agent No.	State	Audit Due Type	Audit Due Mo.	Audit Due Yr.	Contract Term	Contract Yr.	Contract Number
									6	4								
									6	4								
3-5	6-8	9-11	12-17	30	31	32-34	35-37	38	39	40	41-44	45	47	48 49	50 51	52	53	54-56

STAMPS REQUIRED $ 64.00
TAX OREGON
TAX

DATE OF ISSUE 5/24/62 BY PORTLAND
RENEWED BY bb

TAX PAID AND TAX CLAUSE ATTACHED?
TAX PAID CLAUSE (ADJUSTED) ATTACHED?
SPECIAL CANCELLATION CLAUSE ATTACHED?

In favor of GREAT NORTHERN RAILWAY COMPANY

address: 175 East Fourth Street, St. Paul 1, Minnesota

Assured.

type of coverage: RAILROAD PROTECTIVE BODILY INJURY AND PROPERTY DAMAGE LIABILITY INSURANCE

AMOUNT	RATE	PREMIUM
$ 250/500,000.	BI	$ 1,600.00
$ 250/500,000.	PD	$
$		$
$		$
$		$
	4 % Federal Tax	$ 64.00
	2½ % State Tax	$ 36.00
	1/8 % Stamping Fee	$ 2.00
Policy Fee		$ 1.25
	TOTAL	$ 1,703.25

% of this insurance is with certain Insurance Companies.

TBA % of this insurance is with Lloyd's Underwriters.

Beginning at 12:01 A.M on the 1st day of JUNE, 1962

and ending at 12:01 A.M. on the 1st day of MARCH, 1963 standard time at the place of location of risks insured and in accordance with the terms and conditions of the form(s) attached.

IT IS UNDERSTOOD AND AGREED THAT THIS CERTIFICATE SHALL RUN CONCURRENTLY WITH AND BE SUBJECT TO THE SAME GROSS RATE, TERMS, CONDITIONS AND ENDORSEMENTS AS MORE PARTICULARLY SET FORTH IN AND/OR AS MAY FROM TIME TO TIME BE ADDED TO CERTIFICATE NUMBER ISSUED BY LLOYD'S UNDERWRITERS ON THE IDENTICAL SUBJECT MATTER AND RISK.

Issued in an unauthorized Company under
Agent's License No. 1

Nuclear Exclusion Clause NMA 1256 attached

SERVICE OF SUIT CLAUSE (U.S.A.)

It is agreed that in the event of the failure of Underwriters hereon to pay any amount claimed to be due hereunder, Underwriters hereon, at the request of the Assured, will submit to the jurisdiction of any Court of competent jurisdiction within the United States and will comply with all requirements necessary to give such Court jurisdiction and all matters arising hereunder shall be determined in accordance with the law and practice of such Court.

It is further agreed that service of process in such suit may be made upon Rathbone, King & Seeley and that in any suit instituted against any one of them upon this Contract, Underwriters will abide by the final decision of such Court or of any Appellate Court in the event of an appeal.

The above-named are authorized and directed to accept service of process on behalf of Underwriters in any such suit/or upon the request of the Assured to give a written undertaking to the Assured that they will enter a general appearance upon Underwriters' behalf in the event such a suit shall be instituted.

Further, pursuant to any statute of any state, territory or district of the United States, which makes provision therefor, Underwriters hereon hereby designate the Superintendent, Commissioner or Director of Insurance or other officer specified for that purpose or his successor or successors in office, as their true and lawful attorney upon whom may be served any lawful process in any action, suit or proceeding instituted by or on behalf of the Assured or any beneficiary hereunder arising out of this Contract of Insurance, and hereby designate the above-named as the person to whom the said officer is authorized to mail such process or a true copy thereof.

(Extra Copy)

United States Internal Revenue Documentary Stamps in the amount shown above, applicable to this insurance have been affixed to the office record of this Certificate retained by the undersigned. The law provides for no Federal Tax refund once the insurance attaches.

PRINTED IN U.S.A.

RAILROAD PROTECTIVE LIABILITY INSURANCE

DECLARATIONS

Item 1. Named Insured: GREAT NORTHERN RAILWAY COMPANY

Item 2: Policy Period: From JUNE 1, 1962 to MARCH 1, 1963
12:01 A.M., Standard Time, at the
Designated job site as stated herein

Item 3. Coverages:

		Limits of Liability		
		Each Person	Each Occurrence	Each Aggregate
A.	Bodily Injury Liability	250,000.00	500,000.00	500,000.00
B.	Property Damage Liability)			
&		NOT APPLICABLE	250,000.00	500,000.00
C.	and Physical Damage to Property)			

Item 4. Name and Address of Contractor:

TOM LILLEBO CONSTRUCTION CO., REEDSPORT, OREGON

Item 5. Name and Address of Governmental Authority for whom the work by the Contractor is being performed:

OREGON STATE HIGHWAY COMMISSION, SALEM, OREGON

Item 6. Description of work:

All work and operations of the contractor herein named, its subcontractors, agents and employees, under or in connection with Contract No. 6079 dated April 26, 1962, between the State of Oregon and Tom Lillebo Construction Company for constructing crossing over and across the Great Northern Railway Company's right of way and tracks at Railway Survey Station 54+77.81, Highway Station 32+36.4, in Sections 9 and 10, Township 39 South, Range 9, E.W.M.

Item 7. The premium charged hereon is a FLAT minimum earned premium for the terms specified in the DECLARATIONS unless cancelled by the Underwriters as provided for in Paragraph 18 of the Policy Form.

ATTACHED TO AND FORMING PART OF POLICY/CERTIFICATE LM 27575 LLOYD'S, LONDON

DATED: May 24, 1962
portland, Oregon

RATHBONE, KING & SEELEY

BY: C. K. Bullivan

Underwriters at Lloyd's, London herein called the Underwriters, agree with the Assured, named in the DECLARATIONS made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the DECLARATION made by the named Assured and subject to all of the terms of this Policy/Certificate:

INSURING AGREEMENTS

I. COVERAGE A - BODILY INJURY LIABILITY

To pay on behalf of the Assured all sums which the Assured shall become legally obligated to pay as damages because of bodily injury, sickness, or disease, including death at any time resulting therefrom hereinafter called "Bodily Injury", either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the DECLARATIONS, or (2) sustained at the designated job site by the contractor or any employee of the Contractor or by any designated employee of the Assured whether or not arising out of such acts or omissions.

COVERAGE B - PROPERTY DAMAGE LIABILITY

To pay on behalf of the Assured all sums which the Assured shall become legally obligated to pay as damages because of physical injury to or destruction of property, including loss of use of any property due to such injury or destruction, hereinafter called "Property Damage", arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the DECLARATIONS.

COVERAGE C - PHYSICAL DAMAGE TO PROPERTY

To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the DECLARATION; provided such property is owned by the named Assured or is leased or entrusted to the named Assured under a lease or trust agreement.

II. DEFINITIONS:

(a) Assured: The unqualified word "assured" includes the named Assured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) Contractor: The word "contractor" means the Contractor designated in Item 4 of the DECLARATIONS and includes all subcontractors of said Contractor but shall not include the named Assured.

(c) Designated employee of the Assured: The words "designated employee of the Assured" mean:

(1) Any supervisory employee of the Assured at the job site,

(2) Any employee of the Assured while operating, attached to or engaged on work trains or other railroad equipment at the job site which are assigned exclusively to the Contractor, or

(3) Any employee of the Assured not within (1) or (2) who is specifically loaned or assigned to work of the Contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the Contractor or by governmental authority.

(d) Contract: The word "contract" means any contract or agreement to carry a person or property for a consideration or any lease, trust or interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. DEFENSE, SETTLEMENT, SUPPLEMENTARY PAYMENTS

With respect to such insurance as is afforded by this Policy/Certificate under Coverages A and B, the Underwriters shall:

(a) Defend any suit against the Assured alleging such Bodily Injury or Property Damage and seeking damages which are payable under the terms of this Policy/Certificate, even if any of the allegations of the suit are groundless, false or fraudulent; but the Underwriters may make such investigation and settlement of any claim or suit as it deems expedient;

(b) Pay, in addition to the applicable limits of liability:

(1) All expenses incurred by the Underwriters, all costs taxed against the assured in any suit and all interest on the entire amount of any judgment therein which accrued after entry of the judgment and before the Underwriters have paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the Underwriters liability thereon;

(2) Premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this Policy/Certificate, but without obligation to apply for or furnish any such bonds;

(3) Expenses incurred by the Assured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) All reasonable expenses, other than loss of earnings, incurred by the Assured at the Underwriters request.

IV. POLICY PERIOD, TERRITORY

This Policy/Certificate applies only to occurrences and losses during the Policy period and within the United States of America, its Territories or possessions, or Canada.

EXCLUSIONS

This Policy/Certificate does not apply:

(a) To liability assumed by the Assured under any contract or agreement except a contract as defined herein;

(b) To Bodily Injury or Property Damage caused intentionally by or at the direction of the Assured;

(c) To Bodily Injury, Property Damage or loss which occurs after notification to the named Assured of the acceptance of the work by the governmental authority, other than Bodily Injury, Property Damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) Under Coverages A (1), B and C to Bodily Injury, Property Damage or loss, the sole proximate cause of which is an act or omission of any Assured other than acts or omissions of any designated employee of any Assured;

(e) Under Coverage A, to any obligation for which the Assured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers' Liability Act, U. S. Code (1946), Title 45, Sections 51-60, as amended shall for the purposes of this insurance be deemed not to be any similar law;

(f) Under Coverage B, to injury to or destruction of property owned by the named Assured or leased or entrusted to the named Assured under a lease or trust agreement.

CONDITIONS

(The conditions, except conditions 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 apply to all coverages. Conditions 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 apply only to the coverage noted hereunder.)

1. In no event shall payment of premium be an obligation of the named Assured.

2. INSPECTION: The named Assured shall make available to the Underwriters records of information relating to the subject matter of this insurance.

   The Underwriters shall be permitted to inspect all operations in connection with the work described in Item 6 of the DECLARATIONS.

3. LIMITS OF LIABILITY, COVERAGE A: The limit of Bodily Injury liability stated in the DECLARATIONS as applicable to "each person" is the limit of the Underwriters liability for all damages, including damages for care and loss of services, arising out of the Bodily Injury sustained by one person as the result of any one occurrence; the limit of such liability stated in the declarations as applicable to "each occurrence" is, subject to the above provisions respecting each person, the total limit of the Underwriters liability for all such damage arising out of the Bodily Injury sustained by two or more persons as the result of any one occurrence.

4. LIMITS OF LIABILITY, COVERAGES B AND C: The limit of liability under Coverages B and C stated in the declarations as applicable to "each occurrence" is the total limit of the Underwriters liability for all damages and all loss under Coverages B and C combined arising out of physical injury to, destruction or loss of all property of one or more persons or organizations, including the loss of use of any property due to such injury or destruction under Coverage B, as the result of any one occurrence.

Subject to the above provision respecting "each occurrence", the limit of liability under Coverages B and C stated in the declarations as "aggregate" is the total limit of the Underwriters liability for all damages and all loss under Coverages B and C combined arising out of physical injury to, destruction or loss of property, including the loss of use of any property due to such injury or destruction under Coverage B.

Under Coverage C, the limit of the Underwriters liability for the loss shall not exceed the actual cash value of the property, or if the loss is of a part thereof the actual cash value of such part, at the lime of loss, nor what it would then cost to repair or replace the property or such part thereof with other of like kind and quality.

5. SEVERALTY OF INTERESTS, COVERAGES A AND B: The term "the Assured" is used severally and not collectively, but the inclusion herein of more than one Assured shall not operate to increase the limits of the Underwriters liability.

6. NOTICE: In the event of an occurrence or loss, written notice containing particulars sufficient to identify the Assured and also reasonably obtainable information with respect to the time, place and circumstances thereof, and the names and addresses of the injured and of available witnesses, shall be given by or for the Assured to the Underwriters or any of its authorized agents as soon as practicable. If claim is made or suit is brought against the Assured, he shall immediately forward to the Underwriters every demand, notice, summons or other process received by him or his representative.

7. ASSISTANCE AND COOPERATION OF THE ASSURED, COVERAGES A AND B: The Assured shall cooperate with the Underwriters and, upon the Underwriters request attend hearings and trials and assist in making settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. The Assured shall not, except at his own cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of accident.

8. ACTION AGAINST UNDERWRITERS, COVERAGES A AND B: No action shall lie against the Underwriters unless, as a condition precedent thereto, the Assured shall have fully complied with all the terms of this Policy/Certificate, nor until the amount of the Assured's obligation to pay shall have been finally determined either by judgment against the Assured after actual trial or by written agreement of the Assured, the claimant and the Underwriters.

Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this Policy/Certificate to the extent of the insurance afforded by this Policy/Certificate. No person or organization shall have any right under this Policy/Certificate to join the Underwriters as a part to any action against the Assured to determine the Assured's liability. Bankruptcy or insolvency of the Assured or of the Assured's estate shall not relieve the Underwriters of any of their obligations hereunder.

COVERAGE C: No action shall lie against the Underwriters unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this Policy/Certificate nor until thirty (30) days after proof of loss is filed and the amount of loss is determined as provided in this Policy/Certificate.

9. ASSURED'S DUTIES IN EVENT OF LOSS, COVERAGE C: In the event of loss the Assured shall:

(a) Protect the property, whether or not the loss is covered by this Policy/Certificate, and any further loss due to the Assured's failure to protect shall not be recoverable under this Policy/Certificate; reasonable expenses incurred in affording such protection shall be deemed incurred at the Underwriters request;

(b) File with the Underwriters as soon as practicable after loss, his sworn proof of loss in such form and including such information as the Underwriters may reasonably require and shall, upon the Underwriters request, exhibit the damaged property.

10. APPRAISAL COVERAGE C: If the Assured and the Underwriters fail to agree as to the amount of loss, either may, within 60 days after the proof of loss is filed, demand an appraisal of the loss. In such event the Assured and the Underwriters shall each select a competent appraiser, and the appraisers shall select a competent and disinterested umpire. The appraisers shall state separately the actual cash value and the amount of loss and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The Assured and the Underwriters shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

The Underwriters shall not be held to have waived any of its rights by any act relating to appraisal.

11. PAYMENT OF LOSS, COVERAGE C: The Underwriters may pay for the loss in money but there shall be no abandonment of the damaged property to the Underwriters.

12. NO BENEFIT TO BAILEE, COVERAGE C: The insurance afforded by this Policy/Certificate shall not inure directly or indirectly to the benefit of any carrier or bailee, other than the named Assured, liable for loss to the property.

13. SUBROGATION: In the event of any payment under this Policy/Certificate, the Underwriters shall be subrogated to all the Assured's rights of recovery therefore against any person or organization and the Assured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The Assured shall do nothing after loss to prejudice such rights.

14. APPLICATION OF INSURANCE: The insurance afforded by this Policy/Certificate is primary insurance.

15. THREE-YEAR POLICY: A policy period of three years is comprised of three consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this Policy/Certificate shall apply separately to each annual period.

16. CHANGES: Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this Policy/Certificate or estop the Underwriters from asserting any right under the terms of this Policy/Certificate; nor shall the terms of this Policy/Certificate be waived or changed, except by endorsement issued to form a part of this Policy/Certificate.

17. ASSIGNMENT: Assignment of interest under this Policy/Certificate shall not bind the Underwriters until its consent is endorsed hereon.

18. CANCELLATION: This Policy/Certificate may be cancelled by the named Assured by mailing to the Underwriters written notice stating when thereafter the cancellation shall be effective. This Policy/Certificate may be cancelled by the Underwriters by mailing to the named Assured, contractor and governmental authority at the respective addresses shown in this Policy/Certificate written notice stating when not less than 30 days thereafter such cancellation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancellation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named Assured or by the Underwriters shall be equivalent to mailing.

If the named Assured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the Underwriters cancel, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancellation is effected or as soon as practicable after cancellation becomes effective, but payment or tender of unearned premium is not a condition of cancellation.

19. DECLARATIONS: By acceptance of this Policy/Certificate the named Assured agrees that such statements in the declarations as are made by him are his agreements and representations, that this Policy/Certificate is issued in reliance upon the truth of such representations and that this Policy/Certificate embodies all agreements existing between himself and the Underwriters or their representatives relating to this insurance.

In witness whereof, the Underwriters at Lloyd's, London have caused this Policy/Certificate to be signed by a duly authorized representative.

LM 27575

ATTACHED TO AND FORMING PART OF POLICY/CERTIFICATE LLOYD'S, LONDON

DATED: May 24, 1962 GREAT NORTHERN RAILWAY COMPANY

RATHBONE, KING & SEELEY

BY: C. N. Burrows

May 22, 1962

Mr. L. G. Reichert
Asst. Chief Engineer
Great Northern Railroad
Room 306
King Street Station
303 South Jackson Street
Seattle 4, Washington

Re: Washburn Way O'Xing
Klamath County
Oregon Contract No. 6079

Gentlemen:

I am advised by Ward Cook-Rodgers Insurance Co., Inc. of Portland, Oregon, insurance agents for Tom Lillebo Construction Company, Contractors on the above job, that on May 17, he forwarded you insurances required under the terms of the State contract.

Will you please advise as to whether or not the insurances furnished by the Contractor's agent is satisfactory to you,

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

FORM E-30 BOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1962

To: Mr. Cecil Gardner
Bridge Division
Salem

SUBJECT: Tom Lillebo Construction Co.
Contract No. 6079
Washburn Way Overcrossing and
USRS Canal Culvert
Klamath County

Attached for processing and approval is copy of Lloyd's of London Policy No. LM 27570, expiring March 1, 1963, which covers the above contract. The Great Northern Railway Company is the assured.

We would appreciate having the necessary copy for our insurance file.

Floyd Guery
Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. G. S. Paxson
fp

PT.
DIVISION
PM

WARD COOK-RODGERS INSURANCE CO., INC.

534 S. W. 3RD AVENUE • PORTLAND 4, OREGON
TELEPHONE: CA 2-4211 OR CA 6-8496

May 18, 1962

State of Oregon
State Highway Department
Salem, Oregon

RE: Tom Lillebo Construction Company, Contractor
Contract No. 6079
Great Northern Railway Overcrossing - Washburn Way

Gentlemen:

We enclose herewith two copies of the captioned contract, which have been properly executed by contractor and surety in accordance with instructions.

We also enclose your copy of policy LM 27570, Railroad Protective Bodily Injury and Property Damage Liability Insurance, Great Northern Railway Company the Assured, together with a copy of the letter forwarding the original policy to Mr. Reichert, Assistant Chief Engineer of the Great Northern.

We trust you will find the enclosed in order, however if there should be any questions, please do not hesitate to advise.

Yours very truly,

WARD COOK-RODGERS INSURANCE CO., INC.

C. M. Burrows

C. M. Burrows

pb
Enc.

cc: Tom Lillebo Construction Co.

RECEIVED
MAY 21 1962
OREGON
STATE HIGHWAY COMMISSION

May 17, 1962

COPY

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
Room 306, King Street Station
303 South Jackson Street
Seattle 4, Washington

RE: Contract No. 6079
Washburn Way Overcrossing, Klamath County
Tom Lillebo Construction Co., Contractor

Dear Mr. Reichert:

We enclose herewith policy LM 27570, Lloyd's of London, in favor of the Great Northern Railway Company in connection with the job captioned above. As you will note, this policy covers railroad protective bodily injury and property damage liability for a period of June 1, 1962 to March 1, 1963.

We trust you will find the enclosed in order, however if you should have any questions please do not hesitate to advise.

Yours very truly,

WARD COOK-RODGERS INSURANCE CO., INC.

C. M. Burrows

C. M. Burrows

pb
Enc.

cc: Oregon State Highway Department
Salem, Oregon
cc: Tom Lillebo Construction Co.
Reedsport, Oregon

L/I 27570
Cancelled &
Renumbered under
27575 — We do not
keep copy of 27575.

Contract 6079

RECEIVED
APR 9 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2080

FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Klamath

PROJECT NO.: S-479(1)

PROJECT REPORT NO.: 5-12-1977

6079

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

RR O'Xing Str. and 1 culvert.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-19-62	0.064
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 211,761.00	$ 133,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Fouts

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 30, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

August 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Great Northern Railroad (Washburn Way) Overcrossing, Project No. S-479(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 21, 1962

FROM : A. M. Parsons, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-479(1) Great Northern R.R. (Washburn Way) O'Xing

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments

RECEIVED
AUG 22 1962
STATE OF OREGON
STATE HIGHWAY ENGINEER

August 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
447 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Great Northern Railroad (Washburn Way) Overcrossing, Project No. S-479(1).

We are also forwarding two copies of agreement, File No. RR 588, dated June 29, 1962 with the Great Northern Railway Company and County of Klamath relative to the above project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-479(1)

GREAT NORTHERN RAILROAD (HASTINGS WAY) OVERCROSSING

ON FAS ROUTE A34 (HASTINGS WAY) IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, August 16, 1962

Type Code K131
Hasthorn Way O'Xing (Dr. #2681)(Sta. 31+15 to Sta. 34+52)(Contract 6079)

Shoring, Cribbing, etc.	All Required		$ 14,500.00
Structural Excavation	320 cu. yds.	$ 6.00	1,920.00
Structural Excavation Below Elevation Shown	15 cu. yds.	10.00	150.00
Furnish Treated Timber Piling	5,680 lin.ft.	1.35	7,668.00
Drive Timber Piles	136 only	45.00	6,120.00
Class "A" Concrete (750 cu.yds.)	All Required		54,700.00
Metal Reinforcement (168,000 lbs.)	All Required		22,200.00
Structural Steel (233,000 lbs.)	All Required		50,000.00
Metal Parapet Railing	1,355 lin.ft.	8.25	11,178.75
6-inch Metal Drain Pipe	120 cu.yds.	4.00	480.00
			$166,916.75
Work by Great Northern Railway Co.	All Required		$ 6,800.00
	Subtotal		$173,716.75
	10% Engr. & Cont.		17,370.25
	Total		$193,287.00

Type Code K007
Box Culvert (Dr. 2681-A)(Sta. 36+02.18)(Contract 6079)

Structural Excavation	100 cu.yds.	$ 3.50	$ 350.00
Class "A" Concrete (165 cu.yds.)	All Required		10,725.00
Metal Reinforcement (40,000 lbs.)	All Required		5,720.00
	Subtotal		$ 16,795.00
	10% Engr. & Cont.		1,679.00
	Total		$ 18,474.00

Length of Structure	0.064 Mile
Length of Culvert	0.000 Mile
Total Length	0.064 Mile

Oregon State Highway Department

Federal Aid Secondary
Project No. S-479(1)

GREAT NORTHERN RAILROAD (WASHBURN WAY) OVERCROSSING

ON PAS ROUTE A34 (WASHBURN WAY) IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, August 16, 1962

Type Code X131
Washburn Way O'Xing (Br. #3881)(Sta. 31+13 to Sta. 34+52)(Contract 6079)

Shoring, Cribbing, etc.	All Required		$ 14,500.00
Structural Excavation	320 cu. yds.	$ 6.00	1,920.00
Structural Excavation Below Elevation Shown	15 cu. yds.	10.00	150.00
Furnish Treated Timber Piling	5,680 lin.ft.	1.35	7,668.00
Drive Timber Piles	136 only	45.00	6,120.00
Class "A" Concrete (750 cu.yds.)	All Required		54,700.00
Metal Reinforcement (168,000 lbs.)	All Required		22,200.00
Structural Steel (233,000 lbs.)	All Required		50,000.00
Metal Parapet Railing	1,355 lin.ft.	8.25	11,178.75
8-inch Metal Drain Pipe	120 cu.yds.	4.00	480.00
			$168,916.75
Work by Great Northern Railway Co.	All Required		$ 6,800.00
	Subtotal		$175,716.75
	10% Engr. & Cont.		17,570.25
	Total		$193,287.00

Type Code X007
Box Culvert (Br. 8881-A)(Sta. 36+02.18)(Contract 6079)

Structural Excavation	100 cu.yds.	$ 3.50	$ 350.00
Class "A" Concrete (165 cu.yds.)	All Required		10,725.00
Metal Reinforcement (40,000 lbs.)	All Required		5,720.00
	Subtotal		$ 16,795.00
	10% Engr. & Cont.		1,679.00
	Total		$ 18,474.00

Length of Structure	0.064 Mile
Length of Culvert	0.000 Mile
Total Length	0.064 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds	R.R. Funds (10%)
R. R. C'Xing	$193,287.00	$121,700.00	$26,129.50	$26,129.50	$19,328.00
Culvert	18,474.00	11,600.00	2,513.50	2,513.50	1,847.00
	$211,761.00	$133,300.00	$28,643.00	$28,643.00	$21,175.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

GREAT NORTHERN RAILROAD (WASHBURN MAY) OVERCROSSING

PROJECT NO. S-479(1)

Estimated cost of work by the Great Northern Railway Company

Labor	$3,900.00
Material	2,700.00
Equipment	120.00
	$6,800.00

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
AUG 27 1962
FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 21, 1962

FROM : A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-479(1) Great Northern R.R. (Washburn Way) O'Xing

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments

RECEIVED
AUG 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Nash

original To J.W. Nash
with attachments

8-27-62

RECEIVED
JUL 19 1962
FOR FILING
6079

July 19, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Washburn Way Overcrossing
Klamath County
Federal-aid Project S-479(1)

A contract was awarded on April 26, 1962, for a Federal-aid Secondary county road project covering the overcrossing of the Great Northern Railway Company's tracks south of Klamath Falls. While this is a secondary project, the accounts will be audited by your organization, and, since the financing arrangement differs from the ordinary job, I am submitting this information for your use.

The overcrossing structure and a culvert carrying the U.S.R.S. canal are financed as a Federal-aid Secondary road project on county roads. The Great Northern Railway Company is participating in the cost of this FAS project in the amount of 10 per cent. Klamath County is to build the approaches to the structure with its own forces and the Railway Company is contributing $100,000 toward the cost of these approaches, making the Company's total participation approximately $121,260, including the 10 per cent on the overcrossing structure. We have received from the Railway Company 10 per cent of the estimated cost and from Klamath County the percentage which the county bears on these secondary county road projects.

Attached are conformed copies of the agreement with Klamath County and of a tri-party agreement between the State, the Great Northern Railway Company, and Klamath County covering the project. I also attach a print of a letter from the Great Northern Railway Company dated March 21, 1962, in which the Company advises of the authorization for its expenditures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Parson
Deputy State Highway Engineer

GSP:ms
attach. (4) two copies of tri-party agreement
bc Mr. Forrest Cooper

Salem, Oregon
July 16, 1962

Mr. J. N. Hershberger
Staff Attorney
BUILDING

Attached is the State's copy of the tri-party agreement between the Great Northern Railway Company, Klamath County, and the State, covering the Washburn Way Overcrossing south of Klamath Falls.

Will you please have the usual conformed copies made of this agreement so that I may send a copy to the Bureau of Public Roads.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Floyd Query

FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1962

RAILROAD COMPANIES
FILE No. 548

To: Mr. Floyd Query, Secretary
State Highway Commission

SUBJECT: Washburn Way O-Xing - Pux 369
Great Northern Railway Co.
South Klamath
Klamath County

B U I L D I N G

Attached please find fully executed copy of a construction agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNH:bjk
Attachment
cc: G. S. Paxson
Ivan Merchant
Frank Morgan
I. A. DeFrance
Dean Swift
J. W. Nash
C. H. Maison
Earl Saling

J. N. HERSHBERGER
Staff Attorney

P. S. Two extra copies are attached for the Bureau of Public Roads.

RECEIVED
JUL 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

518-1097

6077

July 16, 1962

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
Room 306 King Street Station
Seattle 4, Washington

Dear Mr. Reichert:

I attach hereto a fully executed copy of the tri-party agreement between the Great Northern Railway Company, Klamath County, and the State of Oregon, covering the construction and maintenance of the Washburn Way overcrossing of your tracks south of Klamath Falls.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

Attach.

GSP:ms
cc Mr. K. R. Wychoff

bc: Mr. Forrest Cooper
Mr. Floyd Query
Mr. J. H. Hershberger

518-1097

6079

July 16, 1962

Klamath County Court
Court House
Klamath Falls, Oregon

Gentlemen:

I attach hereto an executed copy of the tri-party agreement between the Great Northern Railway Company, Klamath County, and the State, covering the Washburn Way Overcrossing south of Klamath Falls.

When the County Court executed this agreement, Judge Walker failed to sign one copy. While it is binding with the signatures of two of the Commissioners, Judge Walker may want to sign the attached copy before it goes into your files.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. S. Paxson
Deputy State Highway Engineer

OSPtms
attach.
cc Great Northern Railway Company
Seattle - St. Paul

bc Mr. Forrest Cooper
Mr. Floyd Query
Mr. J. H. Hershberger

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington
July 13, 1962

File No. AFE 62-299

Forrest Cooper,
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Please refer to my letter dated June 11, 1962, file AFE 62-299, with which I forwarded to you for execution by State and County officials, revised construction and maintenance agreement for an overhead bridge at Washburn Way, South Klamath, Oregon.

It would be greatly appreciated if you will expedite the execution of the above mentioned document.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY

L. G. Kerckhoff

Assistant Chief Engineer

rr

RECEIVED
JUL 16 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 BOM 6-61 26681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1962

SUBJECT: Agenda Item 4-g

To:

Mr. Forrest Cooper
State Highway Engineer
O f f i c e

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Attached are three fully executed copies of an agreement between the State, Great Northern Railway Company and Klamath County covering overcrossing of Railway Company's yards south of Klamath Falls in connection with a Federal-aid Secondary Highway project on a county road in Klamath County.

Please return one copy of the above agreement to this office for the Commission's files.

Lloyd Emery
Secretary

rn
Attach: 3

RECEIVED
JUL 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1962
COMMISSIONERS

CARL L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6079

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 25, 1962

D Cook

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Great Northern R.R. O'Xing
Washburn Way (Klamath Falls)
Contract No. 6079
FAP No. S-479(1)

Dear Mr. Parsons:

Tom Lillebo Construction Company began work on the Great Norther Railroad Overcrossing and Box Culvert project on FAS 434, Washburn Way in Klamath Falls in Klamath County, contract no. 6079, FAP No. S-479(1), on June 20, 1962.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
J. W. Nash
D. B. Parkes

NOTED
FLOYD QUERY

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
[redacted]
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

June 20, 1962

Mr. G. S. Paxson
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Enclosed are three copies of the agreement for Washburn Way overcrossing executed by the Klamath County Court.

We would appreciate a copy for our files as soon as the Highway Commission has approved the contents.

Thank you for you consideration in this matter.

Very truly yours,

J. H. Creed
County Engineer

By

Marilyn LeRoy (Mrs.)
Secretary

Enclosures (3)

RECEIVED
JUN 21 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 18 1962
FOR FILING

518-1097
6079

June 15, 1962

Klamath County Court
County Courthouse
Klamath Falls, Oregon

Gentlemen:

Re: Washburn Way Overcrossing

Attached are three copies of the agreement between the State Highway Commission, the Great Northern Railway Company, and Klamath County covering the construction of the Washburn Way Overcrossing. These have been executed by the railway company.

I would suggest that you examine the agreement and if it meets with your approval, sign all three copies and return them to me for presentation to the Highway Commission at its next meeting on June 29. After approval by the Highway Commission, I will send one copy to the railway company, one to you for your files, and retain one copy in the files of the State Highway Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP :ms
attach.

bcc Mr. Forrest Cooper
Mr. Floyd Query
Mr. J. N. Hershberger

FORM E-80 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1962

SUBJECT: Washburn Way Overcrossing
DUX-369

To: Mr. L. I. Lindas
Chief Counsel
BUILDING

REFERRED
TO McKinney
FOR
G. E. ROHDE

Herewith triplicate originals of a construction and maintenance agreement between the Great Northern Railway Company, Klamath County, and the State, covering the construction of an overpass of the Great Northern tracks at Washburn Way south of Klamath Falls.

I have approved this agreement so far as all engineering matters are concerned. It would be appreciated if you would examine it, and if it meets with your approval, endorse your approval and return all copies to me so that I can send them to Klamath County for completion.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach. (3 copies of agreement,
1 copy of transmittal
letter from G. N.)

6/14/62
Approved
NOTED
J. HERSHBERGER

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington
June 11, 1962

File: AFE 62-299

Forrest Cooper, State Hwy Engr.
State Highway Commission
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy State Hwy Engr.

Dear Sir:

Reference is made to the matter of construction of overhead bridge at Washburn Way, South Klamath, Oregon.

Attached herewith are triplicate originals of a construction and maintenance agreement between the Railway Company, State and Klamath County covering this construction. This agreement was revised as per your request of May 3rd and if now satisfactory, would you please arrange for final execution of this agreement by having both the State and the County sign, noting the date on the first page and returning the copy bearing the initials of the various Railway Company principals.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert
Assistant Chief Engineer

GSH/zh

RECEIVED
JUN 12 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 29 1962
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
S. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 28, 1962

6079

Tom Lillebo Const. Co.,
Box 365
Reedsport
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6079, awarded April 26, 1962, for the Great Northern RR Overcrossing on FAS 434 (Washburn Way), Klamath Falls, Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 21 1962
FOR FILING
6079

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

May 22nd 1962

FILE: AFE 62-299

RECEIVED
MAY 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Ward Cook-Rodgers Insurance Company, Inc.
534 S. W. Third Avenue
Portland 4
Oregon

Gentlemen:

With this letter I am returning Lloyd's, London, policy No. LM 27570 which will afford the Great Northern Railway Company protection while the Tom Lillebo Construction Company is constructing highway bridge over our tracks at Washburn Way in Klamath Falls, Oregon.

Before forwarding this policy to our insurance department in St. Paul, Minnesota for recording, item 6 - "Description of Work" - on page 1 must be revised in order that the location of the work is definitely defined. This should read as follows:

"All work and operations of the contractor herein named, its subcontractors, agents and employees, under or in connection with Contract No. 6079 dated April 26, 1962, between the State of Oregon and Tom Lillebo Construction Company for constructing crossing over and across the Great Northern Railway Company's right of way and tracks at Railway Survey Station 54+77.81, Highway Station 32+36.4, in Sections 9 and 10, Township 39 South, Range 9, E.W.M."

Endorsement 1 to the policy which gives the address of the assured as being "Room 306 King Street Station, 303 South Jackson Street, Seattle 4, Washington," should be changed to 175 East Fourth Street, St. Paul 1, Minnesota. After you have made these corrections, policy should be returned to me for transmittal to our office in St. Paul.

RECEIVED
MAY 23 1962
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert

L. G. Reichert
Assistant Chief Engineer

Merchant
Swift
Hif

WM:re
Enc.
cc: Oregon State Highway Dept.
(Attn: Mr. Forrest Cooper)

NOTED
G. S. PAXSON

RECEIVED
MAY 22 1962
FOR FILING

578-1097

6077

May 21, 1962

Tom Lillebo Const. Co.,
Box 365
Reedsport
Oregon

Gentlemen:

We received, this morning, the two copies of contract #6079 awarded to you on April 26, 1962, for the Great Northern RR Overcrossing and Box Culvert on FAS 434, Washburn Way (Klamath Falls) in Klamath County.

Everything is in order on your contract copies except the need for your Secretary's signature on the Contract page (7) and Bond page (9). Will you kindly take care of this matter and return the two copies to this office as soon as possible in order for us to finish the processing of this contract. Thank you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
APR 10 1962
FCC
Mail Room

WESTERN UNION
TELEGRAM

W. P. MARSHALL, President

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA144

PR SEC335 CAK DL=F SEATTLEWASH 9 236P PST=

=FORREST COOPER=

STATE HIGHWAY NGINEER HIGHWAY DEPT SALEM ORG=

ATTN IVAN D MERCHANT REFERENCE OVERHEAD BRIDGE WASHBURN WAY SOUTH KLAMATH OREGON BRIDGE ENGINEER APPROVED PLANS AND SPECIFICATIONS OUR INSURANCE REQUIREMENTS SPECIFY $250,000 - 500,000 FOR BOTH PUBLIC LIABILITY AND PROPERTY DAMAGE PLEAS MAKE NECESSARY CHANGEE LETTER FOLLOWS=

L G REICHERT GN RY.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Orig. to Mr. Merchant
4-9-62
mc

RECEIVED
MAY 7 1962
FOR FILING
6179

May 3, 1962

Mr. L. G. Reichert, Assistant Chief Engineer
Great Northern Railway Company
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

Dear Sir:

We are in receipt of three copies of the proposed agreement between the Great Northern Railway Company, the State, and Klamath County covering the Washburn Way Overcrossing in Klamath County. There are several provisions in this agreement which should be revised. For this reason, I am returning all three copies to you.

The revisions primarily have to do with the exclusion of the culvert carrying the U.S.R.S. canal through the approach embankment, the provision under which the State would maintain the structure, and the lack of the requirement that the Railway Company is to submit all bills for flagging and railroad protection within 120 days after the completion of the project. The approaches to an overpass are a part of the grade separation project. I refer you particularly to the Federal FHW 20-10 11(a). This culvert is a necessary part of this approach and since it is included in the Federal-aid project, it must be included in the work in which the Railway Company participates. This project is on a county road and is being built under the Federal-aid Secondary road allotment for work on county roads.The State will supervise the construction but when it is completed, it will be turned over to the County for all future maintenance and operation.

The Bureau of Public Roads is insistent that its rules requiring submission of railroad bills for railroad protection work within 120 days be followed. This is because these bills are charged back against the contractor and final estimates cannot be paid the contractor until we have knowledge of these costs.

There is one other minor item with reference to paragraph IV, section B, on page 4 of the draft. There is no way in which the Railway's contribution can be segregated from other funds. The State will reimburse the Railway for its cost out of funds set up for the entire project.

Our comments are specifically as follows:

Page 1, the last paragraph should be redrawn as follows:

Whereas, it is recognized and agreed that the Railway Company will receive benefits from the work herein required as said grade crossing of Railway's tracks and right of way is eliminated by the proposed overhead crossing project. However, the Bureau of Public Roads has designated only the overcrossing structure and box culvert as a Federal-aid project to which Railway is obligated to contribute by reason of said benefit. In accordance with PPM 21-10 and amendments and supplements thereto, Railway agrees to pay to State toward said Federal-aid project ten per cent (10%) of the cost thereof.

Page 2, first paragraph; redraw in part as follows:

Whereas the State is willing to undertake the construction of the Federal-aid overhead crossing project by utilization of State, Federal, County and Railroad funds which are available for this purpose; and in addition thereto, County and Railway Company will participate jointly.....

Page 3, in the fifth line from the end of paragraph II, the sentence ends: "...for the cost thereof.", to which the following clause should be added: "pursuant to the provisions of PPM 30-3."

Page 4, paragraph IV, section A, end the sentence after the word "hereunder" in the last line of said section A, and add: The cost of flagmen, watchmen and representatives of the Railway to protect railroad property and trains due to the operations of State's contractor, shall, however, be segregated in Railway's billing to State from all other costs billed to State under this agreement. State agrees to pay to Railway the cost of flagging and related security services to the extent that bills are presented by Railway within one hundred twenty (120) calendar days after notification to Railway by State that the project is complete.

Page 4, paragraph IV, section C:

Strike section C as it is covered in the last paragraph on page 1.

Page 4, paragraph IV, section D:

Strike section D, as there is no provision for segregation and application of the funds contributed by the parties to Federal-aid projects.

Page 6, paragraph VII, line 1:

Strike "the State, through".

Page 6, paragraph VII, line 3:

Strike "State" and substitute therefor "County".

Page 6, paragraph VIII:

Last word in paragraph--strike "State" and substitute therefor "County".

Page 6, paragraph II, line 4:

Strike "State and substitute therefor "County".

Page 6, paragraph IX, line 5:

Strike "State and substitute therefor "County".

It would be appreciated if you would give this matter early attention looking toward resubmission of the agreement to us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

Enclosures (3)

GSP:ms
cc Mr. K. E. Wyckoff
cc Mr. Forrest Cooper
Mr. H. S. Cox
Mr. J. N. Hershberger

5/4/62

Railway has given County $55,000 and has agreed to a total of $117,600 which was 10% of the ~~estimated total~~ cost, per John Graham of County-City.

Jas.

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington
April 27, 1962

File: AFE 62-299

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy Highway Engineer

Dear Sir:

Reference to the matter of construction of overhead bridge at Washburn Way, South Klamath, Oregon.

Attached herewith are triplicate originals of a construction and maintenance agreement between the Railway Company, State and Klamath County, covering this overcrossing structure. Will you arrange for final execution of this agreement by having both the State and the County sign noting the date on the first page and returning the copy bearing the initials of the various Railway Company principals.

We will be expecting three copies of the agreement between you and your contractor.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Kenchent

Assistant Chief Engineer

GSH/zm
Att.
cc: Mr. J. R. Kalinoski
County Engineer
Klamath Falls, Oregon

RECEIVED
APR 30 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 1962
FOR FILING

518-1097

6079

May 2, 1962

Tom Lillebo Const. Co.,
Box 365
Reedsport
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6079, awarded April 26, 1962, for RR Overcrossing & Box Culvert on the GNRR Overcrossing Section of FAS 434 (Washburn Way), Klamath Falls, Klamath County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract for Bridge #8881 will begin May 14, 1962.

The workday count on this contract for Bridge #8881-A will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution, or with the tenth calendar day following written notice to the contractor by the engineer that the site of the work is available, whichever is the later.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.
cc: L. H. Young
Dean Swift
Res. Engineer
Ivan D. Merchant

NOTED
H. S. COX

NOTED
V. R. JONES

April 30, 1962

NOTED
DON HARWELL

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $55,000 for the Great Northern R.R. O-Xing Section of FAS 434. Contract No. 6079 has been awarded to Tom Lillebo Construction Company, Reedsport, Oregon.

Two copies of the contract and two sets of plans are enclosed for your files and for the Great Northern Railroad. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:eb

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-27-62	CC 751		518-1097-297

NOTED
H. S. COX

INVOICE NUMBER

74176

NOTED
DON HARWELL

Klamath County

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$55,000.00
Partial transfer of county advance deposit for Great Northern Railroad overcrossing structures, FAS 434, covered by agreement dated March 2, 1962.			41,000.00
To be retained			$14,000.00

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

RECEIVED
APR 27 1962
ENGINEER
COUNTY & CITY RELATIONS

A 150 (REVISED 7-60)

NOTED
H. S. COX

Salem, Oregon
April 26, 1962

NOTED
DON HARWELL

Advance Deposit

Mr. L. H. Young
Office Engineer
O F F I C E

NOTED
V. R. JONES

NOTED
R. H. PRANGE

The required advance deposit of $55,000 has been received for the Great Northern Railroad overcrossing on Washburn Way, FAS 434, in Klamath County. The project is now clear for award.

V. R. Jones
County & City Relations Engineer

VRJieb
cc: Ivan Merchant

NOTED
JOHN D. GRAHAM

KLAMATH COUNTY COURT
Court House
KLAMATH FALLS, OREGON

NOTED
H. S. COX

April 25, 1962

NOTED
DON HARWELL

Mr. V. R. Jones
County & City Relations Planning Engineer
State Highway Department
Salem 10, Oregon

NOTED
R. H. PRANGE

Gentlemen:

Attached is a check from theGreat Northern Railway Company in the amount of $55,000.00.

This is the amount requested in your letter of April 13, 1962 to be used as a deposit so that the contract will be awarded, on the Washburn Way Overpass.

Sincerely yours,

KLAMATH COUNTY COURT

R. R. Walker, County Judge

Frank P. Ganong, Commissioner

E. K. Allison, Commissioner

tm

RECEIVED
APR 26 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. [illegible]

NOTED
DON HARWELL

April 13, 1962

NOTED
JOHN D. GRAHAM

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
R. H. PRANGE

NOTED

Gentlemen:

On April 11, a satisfactory bid was received from Tom Lillebo of Reedsport for construction of the Washburn Way Overcrossing and USRS Canal Culvert Section of FAS 434. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$185,711.75
Railroad Costs	9,150.00
Engineering & Contingencies	24,357.72
Estimated Total Cost	$219,219.47

County Advance Deposit:

Great Northern Railroad Company,	
10% of $219,219.47	$ 21,921.95
County Share,	
15% of $219,219.47	32,882.92
Total Required Advance Deposit..	$ 54,804.87 - or say $55,000

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $55,000, forwarding same to this office. When the deposit is received, a contract can be awarded for this project.

Six bids were received on this project ranging from $185,711 to $220,345.

Called Klamath Co. Judge 4-25-62 re County's advance deposit was approved & signed by the Court on 4-21-62 and should be here soon

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
County & City Relations Planning Engineer

VRJ:ma

RECEIVED
MAY 15 1962
FOR FILING

April 26, 1962

Tom Lillebo Construction Co.
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 accepted your proposal for the Washburn Way Overcrossing and USRS Canal Culvert to carry Washburn Way (FAS 434) over Great Northern Railway tracks, Klamath County, for the sum of $185,711.75 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 6079.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1962

Tom Lillebo Construction Co.
Reedsport, Oregon

Contract No. 6079 for Washburn Way Overcrossing and USRS Canal Culvert, Klamath County, for which you submitted low bid on April 11, 1962 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
APR 27 1962
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

April 26, 1962

Mr. L. G. Reichert, Asst. Chief Engineer
Great Northern Railway Company
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

Can you advise status of construction agreement covering Washburn Way Overcrossing, Klamath County.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

RECEIVED
APR 27 1962
FOR FILING

Class of Service
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA166

1962 APR 26 PM 4 17

PR SEC305 CAK=PD SEATTLE WASH 26 302P PST=

:G S PAXON=

DEPUTY STATE HWY ENGR DEPT OF HIGHWAYS SALEM ORG=

CONSTRUCTION AGREEMENT WASHBURN WAY OVER CROSSING KLAMATH COUNTY NOW APPROVED BY RAILWAY PRINCIPALS AND WILL BE FORWARDED TO YOU FIRST OF NEXT WEEK FOR FINAL EXECUTION=

L G REICHERT GN RY CO.

NOTED
G. S. PAXSON

RECEIVED
APR 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
... 1962

FOR MEMO

FORM E-20 50M 11-61 40230

SR-1097

L 9'1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1962

SUBJECT: Washburn Way Overcrossing
Klamath County

To: MEMO TO FILE

L

We have received a check from the Great Northern Railway Company, payable to the State, in the amount of $55,000. I understand that this is to cover the 10 per cent contribution of the Great Northern in the project and the 15 per cent contribution of Klamath County. I attach hereto a copy of the letter of transmittal from the Klamath County Court. Award of the contract will be made to the low bidder as of today.

The railroad accounts are audited by the Bureau of Public Roads and we are to furnish to the Bureau a copy of our agreement with Klamath County, which is Misc. Contracts and Agreements No. 2486, and a copy of the agreement between Klamath County and the Great Northern Railway Company covering the railroad's participation. We do not as yet have copies of the agreement between the railroad and the County, but these are to be sent to the Bureau as soon as they are received, along with the State-Klamath County agreement.

In submitting this material to the Bureau, a copy of the letter from T. A. Jerrow, Vice President of Great Northern, dated March 21, is also to be included.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. C. H. Maison (with copy of transmittal letter)
Mr. L. H. Young " " " "

KLAMATH COUNTY COURT
Court House
KLAMATH FALLS, OREGON

April 25, 1962

Mr. V. R. Jones
County & City Relations Planning Engineer
State Highway Department
Salem 10, Oregon

Gentlemen:

Attached is a check from theGreat Northern Railway Company in the amount of $55,000.00.

This is the amount requested in your letter of April 13, 1962 to be used as a deposit so that the contract will be awarded, on the Washburn Way Overpass.

Sincerely yours,

KLAMATH COUNTY COURT

R. R. Walker, County Judge

Frank P. Ganong, Commissioner

E. K. Allison, Commissioner

tm

NOTED
V. R. JONES

NOTED
DON HARWELL

April 13, 1962

NOTED
R. H. PRANGE

Mr. Winston Kurth
Acting County Engineer
Courthouse, Klamath County
Klamath Falls, Oregon

Washburn Way Railroad Overcrossing
FAS 434

NOTED
JOHN D. GRAHAM

Dear Mr. Kurth:

I am enclosing a copy of the approved base design for the approaches for the Washburn Way Overcrossing Structure. You will note that the coarse crushed material has been increased 1" over the design shown on the typical section on the plans which we prepared for Klamath County. A correction should be made in the subgrade construction to compensate for the additional base material and to meet the grades established for the structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.

cc: Mr. Reid Meritt
Mr. Dean Swift
Mr. Fred Klaboe

RECEIVED
APR 16 1962
FOR FILING

518-1097

6099

April 13, 1962

Tom Lillebo Construction Company
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, accepted your bid in the amount of $185,711.75 for construction of Washburn Way Overcrossing and USRS Canal Culver to carry Washburn Way (FAS 434) over Great Northern Railway Tracks in Klamath County, which was the low bid received for that job on April 11, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NOTED
V. R. TALLEY

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			Oregon State Highway Department	

NOTED
Harold C. Ayers

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 10, 1962

NOTED
DON HARWELL

Re: Great Northern RR O'Xing, Washburn Way

Bids for bridge 6381-A will be available about mid-October, 1962.

Page 15, increase bodily injury liability each person to $250,000, each occurrence to $500,000. Increase P.D. liability, each occurrence to read $250,000.

Ivan D. Merchant
Bridge Engineer

RECEIVED
APR 10 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

RECEIVED
APR 18 1962
FOR FILING

GREAT NORTHERN RAILWAY COMPANY

OPERATING DEPARTMENT

T. A. JERROW,
VICE PRESIDENT
518-1097
60'19

ST. PAUL 1, MINNESOTA
March 21, 1962-h
W-9747-15

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

Please be referred to your inquiry on our Engineering Department in regard to written assurance from the railway that it will bear its portion of cost of construction of the overhead bridge at Washburn Way, Klamath Falls, Ore.

For your information the railway company has authorized expenditures to cover ten percent of the cost of the overcrossing structure and the reinforced concrete box culvert, total estimated cost of both being $212,600.00, Great Northern portion of which would be $21,260.00.

Additional expenditures in the amount of $100,000.00 to cover railway portion of the cost of constructing the approaches has also been authorized. Thus our total authorized contribution is $121,260.00.

Construction agreements are being prepared on this basis and will be forwarded shortly.

Yours truly,

T. A. Jerrow

RECEIVED
MAR 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Steve - Can you handle?

RECEIVED
APR 18 1962
FOR FILING

GREAT NORTHERN RAILWAY COMPANY

OPERATING DEPARTMENT

T. A. JERROW,
VICE PRESIDENT
518-1097
60179

ST. PAUL 1, MINNESOTA
March 21, 1962-h
W-9747-15

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

Please be referred to your inquiry on our Engineering Department in regard to written assurance from the railway that it will bear its portion of cost of construction of the overhead bridge at Washburn Way, Klamath Falls, Ore.

For your information the railway company has authorized expenditures to cover ten percent of the cost of the overcrossing structure and the reinforced concrete box culvert, total estimated cost of both being $212,600.00, Great Northern portion of which would be $21,260.00.

Additional expenditures in the amount of $100,000.00 to cover railway portion of the cost of constructing the approaches has also been authorized. Thus our total authorized contribution is $121,260.00.

Construction agreements are being prepared on this basis and will be forwarded shortly.

Yours truly,

T. A. Jerrow

RECEIVED
MAR 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Steve - Can you handle?

RECEIVED
MAR 20 1962
FOR FILING
S18-1097
.60 M9-9

Salem, Oregon
March 19, 1962

Washburn Way Overcrossing
Klamath County

Mr. I. D. Merchant
Bridge Engineer
BUILDING

Attached is a copy of a letter from the Great Northern Railway Company giving labor rates and data for flagging protection on the Washburn Way Overcrossing project, and an estimate of the Railway Company's reimbursable costs.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach
cc Mr. P. M. Stephenson

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington
March 16, 1962

Our File: B.R. 8-7B

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Reference is being made to the proposed construction of overhead bridge across our tracks at Washburn Way crossing, South Klamath, Oregon, your file FAS 434, Bridge #8881-A.

In compliance with your telephone request attached herewith are copies of Exhibit "C", Estimates of Cost, which will appear in construction and maintenance agreements now being drafted by our Legal Department to cover this project. Please note that Exhibit "C" in the amount of $6800 will be included in the tri-party agreement between the Railway Company, State and County. Exhibit "C" in the amount of $2350 will appear in agreement between Railway Company and County.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Rinehart

Assistant Chief Engineer

GSH/zm
Att.

RECEIVED
MAR 19 1962
OREGON
STATE HIGHWAY COMMISSION

EXHIBIT "C"

ESTIMATE OF COST TO FURNISH AND PLACE 160 LINEAL FEET OF 24" CORRUGATED METAL PIPE, AND FURNISH AND PLACE TWO MANHOLES COMPLETE FOR CONSTRUCTION OF OVERHEAD BRIDGE CROSSING BY OREGON STATE HIGHWAY DEPARTMENT AT SOUTH KLAMATH, OREGON.

	LABOR	MATERIAL
Furnish and place 160 lin. ft. 24" C.M. Pipe	290	1344
Furnish and place 2 manholes, complete	150	400
Equipment rental		20
Labor additives	121	
Contingencies	14	11
	575	1775
		575
TOTAL		2350

COST OF FLAGGING & OTHER PROTECTIVE SERVICES AND DEVICES

Class of workmen	Laborer
Number of workmen	One
Straight time rate	$2.17 per hour
Overtime rate	One and one-half straight time
Application of overtime	After 8 hrs. & Sat. & Sun.
Labor additives	30%
Headquarters	Klamath Falls, Oregon

Notes:

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a less number may be sufficient; however, additional personnel, such as communications linemen and/or signalmen may be used to protect communication and signal facilities, if deemed necessary by the Company.

(b) The classification is shown solely for the prospective bidder's information and thereis no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect August 19, 1960.

(d) Estimated costs for travel per employee from headquarters to job site and return is $0.07 mile per round trip. The estimated daily cost for meals and other accomodations is $0.00 per employee.

Great Northern Ry. Co.
Office of Ass't Chief Engr.
Seattle, Wash. - March 8, 1962
E

EXHIBIT "C"

ESTIMATE OF COST TO CONSTRUCT AND REMOVE TEN 20-FOOT PLANK CROSSINGS, REMOVE PRESENT CROSSINGS, PLACE GREAT NORTHERN POWER LINE IN UNDERGROUND CONDUIT, REMOVE AND PLACE COMMUNICATION LINE IN UNDERGROUND CABLE FOR CONSTRUCTION OF OVERHEAD BRIDGE CROSSING BY OREGON STATE HIGHWAY DEPARTMENT AT SOUTH KLAMATH, OREGON.

	LABOR	MATERIAL
Construct and remove ten 20-foot plank crossings	640	630
Remove crossings	200	
Place G. N. power line in underground conduit	1500	2000
Remove and place communication line in underground cable	700	150
Labor additives	826	
Rental of equipment		120
Contingencies	34	
	3900	2900
		3900
TOTAL		6800

COST OF FLAGGING & OTHER PROTECTIVE SERVICES AND DEVICES

Class of workmen	Laborer
Number of workmen	One
Straight time rate	$2.17 per hour
Overtime rate	One and one-half straight time
Application of overtime	After 8 hrs. & Sat. & Sun.
Labor additives	30%
Headquarters	Klamath Falls, Oregon

Notes:

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a less number may be sufficient; however, additional personnel, such as communications linemen and/or signalmen may be used to protect communication and signal facilities, if deemed necessary by the Company.

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(d) Estimated costs for travel per employee from headquarters to job site and return is $0.07 mile per round trip. The estimated daily cost for meals and other accommodations is $0.00 per employee.

Great Northern Ry. Co.
Office of Ass't Chief Engr.
Seattle, Wash. - Mar. 8, 1962
z

RECEIVED
APR 4 1962

FOR FILING
518-1097
0049

MISC. C
AGREEMENTS No.

Salem, Oregon
March 12, 1962

Agenda Item 4-1-2

Cooperative Construction Agreement
Washburn Way Overcrossing Section
FAS 434, Klamath County

Mr. H. S. Cox
Engineer City & County Relations
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a conformed copy of a cooperative construction agreement with Klamath County covering the Washburn Way Overcrossing Section of FAS 434 in Klamath County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Klamath County.

Secretary

rn
Enc. 1

FORM H-30 EDM 9-61 34937

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
MAR 2 1962

Salem, Oregon
February 2, 1962

To: Mr. R. L. Porter
Assistant State Highway Engineer
O F F I C E

SUBJECT: Cooperative Construction Agreement
Washburn Way Overcrossing Section
FAS 434, Klamath County

Attached are three copies of an agreement covering the above project. Two copies have been signed by the proper officials of the Klamath County Court and may now be presented to the Highway Commission for approval and certification by the Secretary. Both of these copies require your signature of approval.

This project was approved previously by the Highway Commission July 28, 1961.

Donald N. Harwell
Mapping & Records Engineer
County & City Relations Division

(A)
2 COPIES TO BE SIGNED
(by Sec. Hwy.)

DNH:eb
Att.

RECEIVED
MAR 12 1962
FOR FILE
SIP-1097
60M9

March 12, 1962

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing for the records and files of Klamath County a fully executed copy of an agreement between the State Highway Commission and Klamath County covering the Washburn Way Overcrossing Section of FAS 434 in Klamath County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
MAR 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

SH-1097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 8, 1962

Great Northern Railway Company
306 King Street Station
Seattle, Washington

Attention: Mr. L. G. Reichert
Assistant Chief Engineer

Gentlemen:

Re: Washburn Way Overcrossing
FAS 434
Bridge No. 8881-A

Enclosed please find two prints each of our Drawing Nos. 17583-17591, inclusive, covering structural details for the proposed Washburn Way Overcrossing in Klamath Falls. These details are sent you so that you may have a preliminary look at the structural details.

The plans are now in the process of being checked and specifications written. As soon as possible plans and specifications will be sent you, however, in the meantime would you please look over the enclosed plans and return one set to us with your comments or approval.

This project is scheduled for a bid opening on April 11, and it will be necessary for us to have an approval of the structural plans by approximately April 1.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

NOTED
P. M. STEPHENSON

IDM/mm
Enclosure

cc: Mr. W. L. Smith, Superintendent
Great Northern Railway Co.
Klamath Falls, Oregon-w/ encs.
one set of Drawing Nos. 17583-17591, inclusive, 11660, and 17368
Mr. P. M. Stephenson
Mr. M. S. Cox
Klamath County Road Department-w/encs.
Drawing Nos. 17583-17591, inclusive, 11660, and 17368

RECEIVED
MAR 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

P.S. Standard drawing Nos. 11660 and 17368 also enclosed. (2 prints each.)

RECEIVED
MAR 1962

COMMISSIONERS
F. K. DIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 8, 1962

U. S. Bureau of Reclamation
Klamath Falls
Oregon

Gentlemen:

Re: Washburn Way Overcrossing
FAS 134
Bridge No. 8881 A

In connection with the overcrossing of the Great Northern Railroad tracks on Washburn Way, it will be necessary to construct a culvert to carry your A-3 canal which is located immediately south of the proposed overcrossing structure.

I am enclosing two prints each of our Drawing Nos. 17364, 9796, and 12950 covering the proposed culvert construction.

Will you please check these prints over and return one set of the enclosed prints with your approval or comments noted.

This project is scheduled for advertising in the very near future and with a bid opening on April 11. We would very much like to have your approval or comments on the proposed culvert construction by the first of April.

Thanking you in advance I remain,

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/vm
Enclosure

cc: Mr. H. S. Cox
Klamath County Road
Department-w/encls. 17364, 9796,
and 12950
Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

NOTED
H. S. COX

NOTED
Harold C. Ayers

March 2, 1962

NOTED
DON HARWELL

Mr. Winston M. Kurth
Acting County Engineer
Courthouse
Klamath Falls, Oregon

FAS 434

NOTED
R. H. PRANGE

Dear Mr. Kurth:

Enclosed are three sets of plans which Klamath County requested for use in connection with the construction of the approach fills for the Washburn Way Overcrossing structures. The right-of-way limits shown on preliminary plans may not be adequate for construction of these frontage roads to the width standards requested by the County; however, as the County is handling the construction, you may use your own option as to acquirement of additional right-of-way or narrowing the frontage roads.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Mr. Frank Hall

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
[redacted]
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
DON HARWELL

NOTED
U. S. CO

NOTED
V. R. JONES

February 21, 1962

NOTED
Harold C. Ayers

Mr. V. R. Jones
County City Relations Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

Dear Mr. Jones:

This letter is in reference to the Washburn Way Overcrossing FAS 434 in Klamath County. As you know, Klamath County intends to construct the earth-fill approaches to the Washburn Way Overcrossing with their own forces. It is estimated that approximately 125,000 cubic yards of fill material will be needed for the construction of these approaches. The Great Northern Railroad Company has indicated to Klamath County that they have a borrow area just adjacent to the Washburn Way Overcrossing and they estimate that approximately 109,000 cubic yards can be taken from this borrow area. This borrow area is ideally located to this project and it will result in a very short haul distance if it is acceptable. In addition, Great Northern Company has offered to sell this material at $0.03 per cubic yard. It is my understanding that Mr. Kalinoski paid the State Highway Department $500.00 to do the engineering work on the approaches to the overcrossing. Since the design and engineering of the approaches is dependent upon the type of fill material used, I would like to request that the State Highway Department make soil tests on this borrow area to see that it is suitable for embankment material.

I am enclosing a map which shows the borrow area under consideration and I would appreciate your earliest attention to this matter.

Very truly yours,

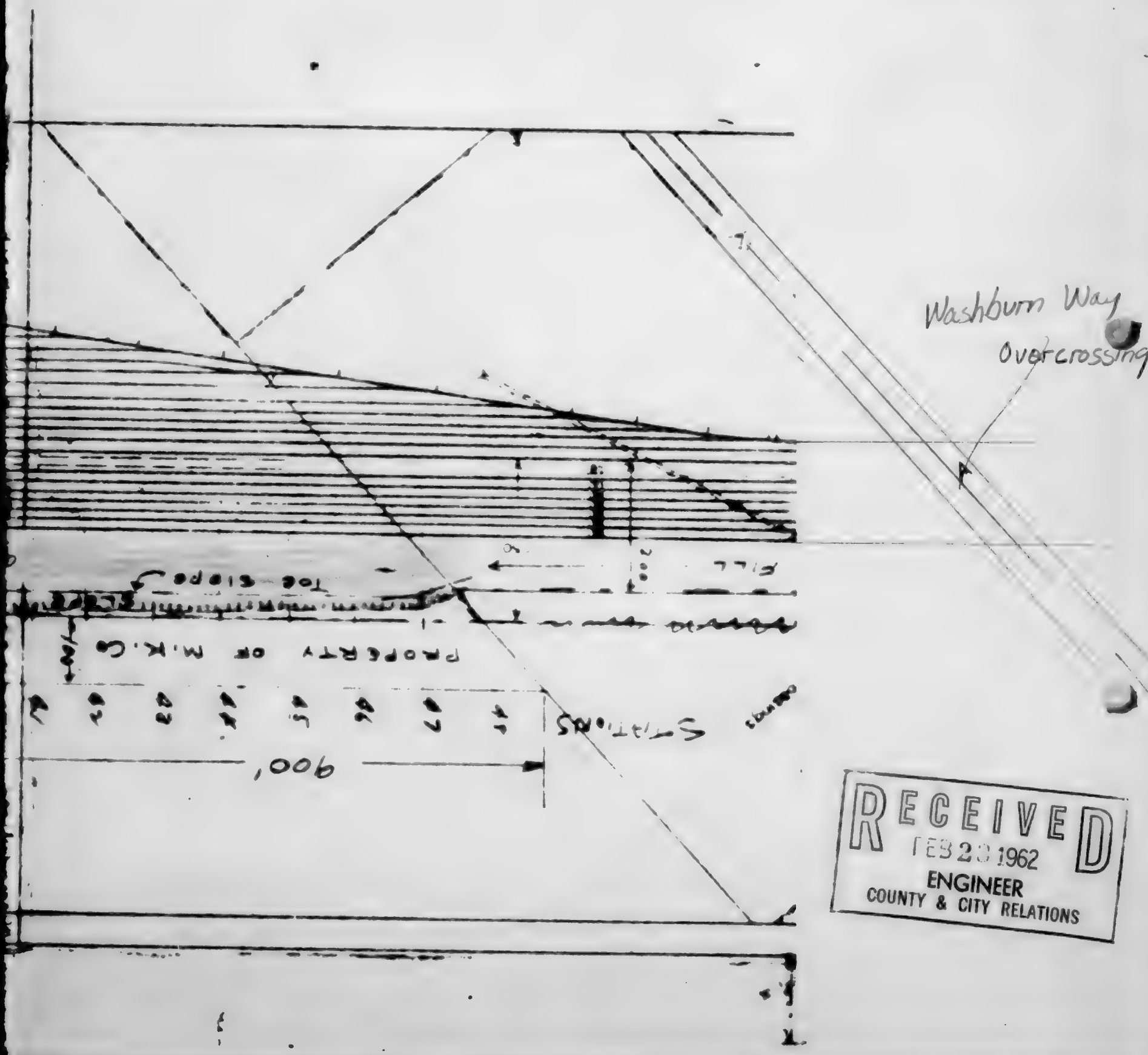
Winston W. Kurth

Winston W. Kurth
Acting Engineer

WWK:mjl
Enclosure

RECEIVED
FEB 23 1962
ENGINEER
COUNTY & CITY RELATIONS

Copy of Letter & Sketch sent to Yarbrough 2-23-62



RECEIVED
FEB 23 1962
ENGINEER
COUNTY & CITY RELATIONS

900'

47 46 45 44 43 42 41 40 39

PROPERTY OF M.K.Co

Toe Slope

9C

SOUTH KLAMATH YA

1"=200

RECEIVED
FEB 23 1962
ENGINEER
COUNTY & CITY RELATIONS

900'

STATIONS

PROPERTY OF M.K.Co

FILL

Toe Slope

9C

Washburn Way
Overcrossing

SOUTH

RE
COUNTY

900'

STATIONS 48 47 46 45 44 43 42 41 40 39

PROPERTY OF M.K.Co

Toe slope

FILL

20'

1

1

90

SOUTH KLAMATH YA

1"=200

NOTED
Harold C. Peters

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

MEMO TO J. W. NASH Date: February 9, 1962

FAS 434 -- KLAMATH COUNTY

TERMINI: Structures over Great Northern railroad tracks and U.S.R.S. Canal 1.5 miles southeast of Klamath Falls

PROPOSED WORK: Construct a reinforced concrete overcrossing structure and a reinforced concrete box culvert.

PROJECT LENGTH: 0.065 mile

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$220,000	$132,000	$33,000	$55,000 (County and N.P.R.R. Co.)

EXISTING FACILITIES: Grade crossing, 20' oil mat and 28' roadway. Two advance warning signs and two cross bucks. A timber culvert 17' long and 24' wide will be replaced at the U.S.R.S. canal crossing.

ADJACENT SECTIONS:
NORTH END: 20' Bituminous Surface, 28' Roadway

SOUTH END: 20' Bituminous surface, 28' Roadway

PROJECT DATA: A reinforced concrete overcrossing structure 337' long and 30' wide will be constructed at the extremely hazardous grade crossing through the Great Northern Railroad Yards. There are ten tracks in the yard and train movements are 151 per day. A 5' x 8' reinforced concrete box culvert 192' in length will replace a narrow timber culvert over an irrigation canal under the southerly approach fill. The approaches will be constructed by Klamath County and will have 24' of asphaltic concrete paving and 8' shoulders.

R/W EASEMENT: 200'

ACCESS CONTROL: None

RR XING: 10 Tracks

MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required

PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: 10% of the cost of the project will be paid by the Great Northern Railroad Co. as required under PPM 21-10.

ROUTE DATA: Serves a large military air base at Kingsley Field and a Government housing development for Air Service families. Traverses irrigated farming area raising grain, hay, potatoes and livestock.

VRJ:eb

RECEIVED
FEB 15 1962
FOR FILING
S18-1097
6 C '19

February 9, 1962

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the next Highway Commission meeting the consideration of a cooperative agreement with Klamath County covering the construction of the Southern Way Overcrossing Section. This is a County FAS project, which will be advertised in April.

It is recommended that this matter have your approval and that you authorize the Secretary to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter

KLP:ajw fn

NOTED
H. S. COX

PACIFIC POWER & LIGHT COMPANY

KLAMATH FALLS, OREGON
February 1, 1962

Mr. J. R. Kalinoski
County Engineer
Court House
Klamath Falls, Oregon

Dear Jack:

In a letter of December 22, 1961, you asked if we could have our power line facilities relocated prior to April 1, 1962, at the site of the Washburn Way overpass. You pointed out that these facilities must be moved prior to the award of the contract.

Shortly thereafter you furnished a copy of the letter of December 26, 1961, from Mr. Ivan D. Merchant, bridge engineer with the Highway Department, and provided us with a print of the revised drawings as our guide in designing the relocated pole line.

On January 31 you told me by phone that the bids are now scheduled to be let April 11. You foresaw the need for the contractor to use a crane and power shovel and other elevated equipment for driving piles as the first part of his project. The pole line, therefore, should be out of his way before mid-April.

I believe we can meet this schedule. Our survey was scheduled for completion January 31. By the end of next week we expect to finish the construction estimate and drawing for submission to our division office in Medford. If approvals within our company are secured and the work authorized by March 1, we should be able to complete the project by mid-April. I trust that this statement will be useful in advancing the preparations for bid-letting.

Very truly yours,

S. I. Ritchey
District Manager

SIR:dea

RECEIVED
FEB 5 1962
ENGINEER
COUNTY & CITY RELATIONS

Copy to Merchant
2-5-62
V.J.

FORM 5624

NOTED
H. A. COX

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

GREAT NORTHERN RAILWAY COMPANY

OFFICE OF DIVISION SUPERINTENDENT

NOTED
V. R. JONES

Klamath Falls, Oregon
January 29, 1962

File: BR 8-7B

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

Referring to our conversation last week, as to whether the State of Oregon had furnished the Great Northern enough information to proceed with the preperation of the tri-party agreement which is required as a part of the Washburn Way overpass project at South Klamath Yard.

I directed this question to Assistant Chief Engineer L. G. Reichert in Seattle, who advises me under date of January 26 as follows:

"The information furnished by the state to date is satisfactory and all that is required. However, it will be necessary that we be furnished the detailed plans of the structure for review and final approval."

Apparently everything is in order at this stage of the proceedings, and would request that when the detailed plans have been prepared they be forwarded directly to Mr. Reichert's office, and would like to have one copy for my file, if agreeable to you.

Would like to thank you for your phone call and assistance in keeping this project moving, and again extend an invitation to please call on me if there is anything that can be done from here.

Yours very truly,

W. L. Smith
Superintendent

RECEIVED
JAN 31 1962
ENGINEER
COUNTY & CITY RELATIONS

Copy to U.S. Corps - County - City Relations

1-25-62

NOTED
Harold C. Avers

NOTED
H. S. COX

NOTED
DON HARWELL

Memo:

Called Jack Kalinoski on behalf of Frank Terpin regarding railroad yard parking area driveway. He O.K.ed moving it from Sta 29 to Sta 24+30. He also advised that Frontage road width could be variable to fit restricted areas.

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

V. R. Jones

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
DON HARWELL

NOTED
H. S. COX

January 18, 1962

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
Harold C. Ayers

JOHN D. GRAHAM

Dear Mr. Kalinoski:

Enclosed are two copies of an agreement in connection with the Great Northern Overcrossing Structures on FAS 434 in Klamath County.

This agreement covers, among other things, State, County, and Railroad Company participation in costs and provides for an advance deposit to be made by the County after the low bid has been determined and prior to the awarding of a contract. The tentative estimated total cost of this project including engineering and contingencies is $212,600; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the County's advance deposit.

If satisfactory, please have the Court sign, the County Clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the County's records. It is presently planned to accept bids on this project on April 11, 1962, and we would like to have the signed copies in our hands by February 15.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.

RECEIVED
JAN 15 1962
FOR FILING

FORM 8024

GREAT NORTHERN RAILWAY COMPANY

OFFICE OF DIVISION SUPERINTENDENT

Klamath Falls, Oregon
January 10, 1962

File: BR 8 - 7B

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Mr. Cooper:

Yours of January 5, concerning Great Northern Railway Company participation in the Washburn Way overcrossing project, South Klamath Yard, involving the railway company, the State of Oregon, and Klamath County.

On July 31, 1961, I addressed a letter to County Engineer Kalinoski, advising him that the Great Northern will participate in this project to an amount not to exceed $117,060.00. As this information may not have been passed on to you by Klamath County, this will serve as a restatement of the commitment on behalf of the railway company.

Yours very truly,

W. L. Smith
Superintendent

RECEIVED
JAN 19 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

January 5, 1962

Mr. Worthington Smith, Superintendent
Great Northern Railway Company
1340 South Sixth Street
Klamath Falls, Oregon

Dear Mr. Smith:

The Bureau of Public Roads has stipulated that it will be necessary that the Great Northern Railway Company officials be aware of the Railroad Company's monetary share in the Washburn Way FAS-C railroad overcrossing project.

Will you therefore please address a letter to this office stating that the Great Northern Railroad Company is placing a total of $117,060 at the disposal of Klamath County. Ten per cent of the cost of the project will be deducted from the above amount and will be applied on Washburn Way Overcrossing project on FAS 434. The remaining funds will be at the disposal of Klamath County for other construction work made necessary by this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:mm

cc: Mr. Ivan Merchant

TO Ivan Merchant DATE 1-4-62

Mr Polk's Memo of Sept. 1, 1961 to Mr. Williams advises that the agreement on the Washburn Way O-Xing in Klamath County should indicate that the G.N.R.R. Co. understands the use of their contribution.

SIGNED V. R. Jones

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
H. S. COX

January 4, 1962

Mr. H. S. Cox
County-City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

Subsequent to your telephone call to me this morning, I discussed the Washburn Way Overcrossing structure project with the County Court. It is the opinion of the Klamath County Court that it may be necessary in the reasonably near future to widen the structure to a four lane facility. Therefore, the County Court wishes to have the Highway Department design the structure to accomodate this widening in the future if it should ever be made.

I am sending a copy of this letter to Mr. Ivan Merchant so that he will be aware of this decision of the Klamath County Court.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl
cc: Ivan Merchant

Copy to Frank Terpin
1-5-62

RECEIVED
JAN 5 - 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

January 3, 1962

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

Following is a list of catches on Washburn Way listed by individual stations from station 21 to station 43+50. Where ditches are indicated, the catch is on natural ground on the property side of the new ditch. Any installation such as utilities, roads, etc. must have right-of-way over and above the indicated distances.

Station	WEST Catch on Right		EAST Catch on Left	
21	25		37	
22	36		40	
23	40		38	
24	45		45	
25	47	Ditch	45	Ditch
26	53		52	
27	66		60	
28	70		68	
29	81		73	
30	90		77	No Ditch
30+50	102			
31	70	Bridge	80	
34+50	75		92	
35	73		68	
36	70		70	
37	60		64	
38	54		57	
39	46	No Ditch	48	
40	38		40	No Ditch
41	34		35	
42	28		29	
43	31	Ditch	33	Ditch
43+50	24	End	35	End

Confirming our telephone conversation of this date, I have been advised by the bridge division that any future widening

of the roadbed or bridge structure should be done on the easterly side. Thus the bridge sidewalk, the water main, and the power line would be saved from future moving when and if this road is ever widened to a four-lane facility.

Please advise this office in the near future if four-laning is contemplated and if Klamath County wishes four-lane planning to be incorporated into the present bridge structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

M. S. Cox
County and City Relations Engineer

MSC:mm

RECEIVED
JAN 2 1962
FOR
GT&E-1-97
1-2-62

MEMO TO FILES - FAS 434, Klamath County
1/2/62

On Thursday, December 21, 1961, I sat in a meeting with P. M. Stephenson, Victor Wolfe, Ivan Merchant, Klamath County Engineer Jack Kalinoski, and Mr. Smith representing the Great Northern Railroad Company regarding the structure and box culvert to be constructed on Washburn Way.

The meeting was primarily to discuss the time that bids could be called for and the preparation of an agreement between State, County and Railroad Company. Ivan Merchant stated that the Bridge Division would have the plans and specifications completed in time for the April 11, 1962 bid letting. This led to discussion of the relocation of a 10" or 12" water main which is owned by the Oregon Water Corporation. The main is presently located where one of the piers will be. Jack Kalinoski will submit plans to the Water Corporation and work out the details of the relocation with them. Another point that came up was a PP&L high voltage transmission line which would possibly interfere with the operation of the crane while piles are being driven. Kalinoski said that he has contacted the PP&L people and they indicated that they would relocate at their own expense when they received plans and could determine the new location for the power line. Kalinoski will furnish them plans. Kalinoski also has a letter from the U.S. Bureau of Reclamation stating they will give the County a permanent easement for the box culvert, and if necessary, will give the County a permit of entry. This probably won't be necessary because construction can't start before the middle of October.

As to approval of the design of the structure by the Great Northern Company, this will be handled by Ivan Merchant.

In regard to preparation of the tri-party agreement, it was agreed at that time the State would prepare a rough draft of its points necessary in the agreement and submit the draft to the railroad people who would then add the points they require in their agreement. They would return the draft to the State to be checked by our Legal Division, and if accepted, it would then be put in final form for execution by all parties. I told those present that in order to make the April 11 letting the agreement should be executed by the County and Great Northern Company and in our hands not later than April 1.

There will not be an agreement required between the County and Great Northern Company due to the fact that the Great Northern Company has granted the County a permanent easement which covers all the points that would have to be covered in an agreement. Kaloniski and Smith were apparently very well satisfied with this arrangement and at this point the meeting ended.

A copy of the easement is attached for the file.

RECEIVED
JAN 2 - 1962

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.
cc: P. M. Stephenson
Victor Wolfe
Ivan Merchant

NOTED
P. M. STEPHENSON

RECEIVED
DEC 29 1961
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. HADLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
FOR FILING
UC 79

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 26, 1961

Oregon Public Utilities Commission
200 Public Service Building
Salem, Oregon

Attention: C. E. Jaqua

Re: Washburn Way O'Xing
Bridge No. 8881

Gentlemen:

PUC Order No. 37388 provides for the construction of the overpass of the Great Northern Railway Company tracks on Washburn Way south of Klamath Falls. At the time of the hearing, there were no plans of the structure prepared.

I am enclosing five (5) prints each of our Drawing Nos. 8881-A and 17287 B, which are the plan and elevation and vicinity map, repectively, for the proposed overcrossing structure. These drawings are for your file purposes and for service upon the interested parties.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
Encl.
cc: Glenn Sorenson
P. M. Stevenson
H. S. Cox

RECEIVED
DEC 27 1961
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
DEC 28 1961
COMMISSIONERS
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUESY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 26, 1961

Great Northern Railway Company
Kings Street Station
Seattle 4, Washington

Attention: Mr. L. G. Reichert
Assistant Chief Engineer

Re: Washburn Way O'Xing
Bridge No. 8881

Gentlemen:

The matter of constructing an Overcrossing of your tracks on Washburn Way south of Klamath Falls has been under consideration for some time.

I am enclosing four (4) prints each of our Drawings Nos. 8881-A and 17287B, the plan and elevation and vicinity map, respectively, for the proposed Overcrossing Structure.

A PUC Hearing has been held and PUC Order No. 37386 provides for the construction of the Overcrossing. I believe all of the requirements of the PUC Order have been met in the lay out of this structure as indicated on the enclosed prints.

The Overcrossing structure, together with a 8 x 5 reinforced concrete box culvert to carry the U.S.R.S. A-3 Canal under the south approach, will be constructed as an FAS-C Project. It is planned to contract this project at the April 11 meeting of the Highway Commission.

The proposed construction will eliminate a grade crossing of your tracks and as such is considered to be of benefit to the railroad company. PPM 21-10, with additions and amendments thereto, requires a 10 per cent contribution from the railroad company. The actual amount of the contribution will be determined after the bid opening at which time a firm price for the construction will be established. The railroad's contribution will be based on the cost of the structures and the culverts as they are both being constructed as an FAS-C Project.

NOTED
P. M. STEPHENSON

Our preliminary estimate, which included 18% for engineering and contingencies, would indicate a cost for the Overcrossing of $193,000.00 and for the culvert, $19,600. The increased cost of the Overcrossing over previous estimates is for the addition of foundation piling which were not included in previous preliminary estimates.

The State will prepare plans, specifications, award a contract and, upon completion of the project, the State through the County will maintain the Overcrossing structure and all highway apertenances such as fill slopes.

Subject to reimbursement as permitted under PPM 30-3 with amendments and additions thereto, the railroad should do the following:

1) Furnish watchman and flagman services to protect railroad operations.

2) Remove signal and communication lines to clear construction area and replace in final location upon the completion of the Overcrossing Structure.

3) Maintain trackage and all railroad apertenances at its own cost.

4) Furnish estimate of cost for reimbursable items and furnish hourly rates for those personnel who will be assigned to watchman and flagman services.

I do not have the limits of the railroad right-of-way, However, it will be necessary to have a permanent easement granted to the County for the construction of the project. This easement should be 80 feet wide symetrically about the structure's center line with additions as required by the embankment area.

Please advise if there is any further data that you need for the preparation of the Railroad-Highway-County Agreement.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
Attachment
cc: Worthington S. Smith w/att
P. M. Stevenson
Glenn Sorenson w/att
Mr. H. S. Cox

RECEIVED
DEC 1961
STATE HIGHWAY ENGINEER

FORM E-125-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
H. S. COX

December 26, 1961

Klamath County Road Department
Court House
Klamath Falls, Oregon

Attention: Mr. J. R. Kalinoski
County Engineer

Re: Washburn Way O'Xing
Bridge No. 8881

Gentlemen:

Enclosed please find two (2) prints each of our Drawing Nos. 8881-A and 17287 B, the proposed plan and elevation and vicinity map, respectively, for the Washburn Way Overcrossing.

These plans have been revised slightly from those sent you previously. It will be necessary to move the power transmission lines to clear the construction area. Appropriate notes have been placed on the plan and elevation map indicating what we think is the necessary clearances.

As soon as possible we would like to know about the placement of the 12-inch water pipe with details of the pipe and proposed hangers. It is our thought, that if the pipe is placed on the structure, it should be placed on the west side and between the two outside beams at which location to be supported on the structure diaphragms of the concrete spans and the steel bracing members of the steel spans.

Our estimate for the structure is $193,000.00 and for the 8 x 5 RBCB, $19,600, both totals including 18% for engineering and contingencies. The increased cost on the structure is for treated timber foundation piling which were not estimated on the previous preliminary estimates.

= 183,000
Orig n 4%
E & C.

I am sending prints of the enclosed drawings to the Great Northern Railway Company with specification data so that they may prepare the Railroad-Highway- County Agreement.

RECEIVED
DEC 27 1961
ENGINEER
COUNTY & CITY RELATIONS

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
Enclosure
cc: Mr. H. S. Cox

RECEIVED
JAN 10 1962
FOR FILING
578-1077
4079

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

December 22, 1961

Mr. P. M. Stephenson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Stephenson:

This is to thank you for your consultation with Worthington Smith, Superintendent of Great Northern Railroad, Klamath Falls Division, and me yesterday morning concerning the Washburn Way Overcrossing County FAS project. This letter is to also review the results of that meeting to avoid any misunderstanding in the future.

The meeting was attended by yourself, Mr. Ivan Merchant, Mr. Victor Wolfe, and Mr. John Graham of the Highway Department and Mr. Smith and me. It is our understanding now that no additional Public Utility Commission hearing will be necessary prior to the award of a contract for the main structure of this project. The Agreements that are required by the Bureau of Public Roads, which include a tri-party agreement between the State Highway Commission, the County of Klamath, and the Great Northern Railroad, and a separate agreement between the railroad and the County are to be prepared by the railroad following receipt of preliminary plans from Mr. Merchant, and the preparation of the State's portion of the one agreement from the County-City Relations Office.

Mr. Merchant indicated some concern abuut the plans of Oregon Water Corporation for relocating a twelve (12) inch water main, and Pacific Power and Light Company power facilities in the area of the project. I have directed a letter to both of these companies asking them to contact Mr. Merchant with their plans as of this date. Additionally, I have asked Pacific Power and Light Company to indicate if their facilities could be completely removed prior to April 1, 1962.

At our meeting your staff indicated that barring unforeseen conditions this project could be planned for a bid letting on April 11, 1962, and it appeared that the main structure could be completed by September 30, 1962. An additional forty (40) working days, or two calendar months would probably be required to complete the reinforced concrete box culvert which is to be constructed under the south approach to the main structure in the United States Bureau of Reclamation irrigation canal. I will direct a letter to the Bureau of Reclamation requesting them to forward to Klamath County the right of entry onto their

right-of-way if it appears that the easement from the Bureau of Reclamation will not be forthcoming prior to April 1, 1962.

I trust that this resume of our meeting is accurate and I would appreciate your advice at your convenience. Again, I wish to thank you for your consideration and your time spent with us on these problems.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl

Copy sent to Mr. Merchant January 9th. er

NOTED
P. M. STEPHENSON

RECEIVED
DEC 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

KLAMATH COUNTY
PROPOSED FAS PROJECT

FAS 434: U.S.R.S. Canal, concrete box culvert, $25,000. The proposed project is to construct a reinforced concrete box culvert to provide for a crossing of an irrigation canal under the south approach fill of the Washburn Way Railroad Overcrossing structure. The construction of the overcrossing structure was approved as an FAS project by the Highway Commission on July 28, 1961. The county is to grade and surface the approaches. The dimensions of the box culvert are 5'X8' and it will be approximately 190' long. The county requests that the culvert construction be included in the contract for the overcrossing structure.

62-a
12/19/61

Eng. presented 1-19-62

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

NOTED
Harold C. ...ers

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
V P ...

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F.A.S. 434

December 18, 1961

Klamath County Road Department
Courthouse
Klamath Falls, Oregon

RECEIVED
DEC 18 1961
ENGINEER
COUNTY & CITY RELATIONS

Attention: Mr. J. R. Kalinoski
County Engineer

Gentlemen:

Re: Washburn Way Overcrossing
of the Great Northern Railroad
Bridge No. 8881

Enclosed please find six prints of our Drawing Nos. 8881-A, 17287, and 17287-B, the plan and elevation and vicinity maps, respectively, for the proposed Washburn Way Overcrossing of the Great Northern Railroad.

This is a preliminary plan and elevation indicating the structural areas of the various spans and bents, and is being sent to you so that you can forward copies of this to the Railroad.

I understand that you and representatives of the Railroad Company are to be in Salem, Thursday, December 21, to talk about this project, and these prints are sent you so that you may have some time to look them over before this meeting.

There are numerous utilities in the structure area which will require moving to new locations, and I believe that matters of this kind should be discussed when you are in the office this coming Thursday.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. Si Cox

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

NOTED
DON HARWELL

December 15, 1961

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Re: Washburn Way G.N.R.R. Overcrossing
FAS 434

Dear Mr. Kalinoski:

A set of prints covering the above named project is enclosed in order that you may provide us with information relative to the design of the approaches for the structure. Our design division has requested information on the following items:

I. Approaches to houses in the vicinity of stations 21 to 24 on the westerly side.

1. Are the two at stations 22 and 22+60 satisfactory as indicated in red? What do you wish to do with the one at 23+50 as the one sketched in has a 15% grade?

2. Will a frontage road be required for this section? Have you made any arrangement regarding access with the owners of these properties?

3. Is there any culvert pipe to be salvaged under the existing driveways? What size would be required for pipe under the new driveways?

II. Frontage roads.

1. Would you indicate the proposed frontage roads.

2. What roadway widths would you desire on the frontage roads?

3. What type and depth of surfacing would be required.

Please return the prints as soon as possible, with any revisions to the approaches and connection you may deem necessary and any pertinent comments.

In order to expedite the programming of the project, would you please send us the information which I requested in my letter of

November 21. If the railroad company wishes reimbursement from project funds for the costs I mentioned, their estimates must be in our hands to forward to the Bureau of Public Roads with other programming data.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.
cc: Frank Turpin

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

NOTED
JOHN D. GRAHAM

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

December 14, 1961

Mr. Si Cox
County & City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

This is in reference to our telephone conversation yesterday concerning the Washburn Way-Great Northern Overpass project. As you know, it will be necessary for Klamath County to construct a culvert in the irrigation ditch just south of the existing grade crossing which will be under the south earthfill approach to the structure. This culvert is to be a reinforced concrete box with an opening eight (8) feet wide and five (5) feet high. It was our desire to attempt to program this culvert as a separate FAS project and complete the construction of the culvert structure prior to April 15, 1961. However, in our telephone conversation you informed me that it was doubtful that the construction could be completed prior to that time, and that since the main structure of the overpass would not be scheduled for a bid letting until May, 1962 or later, it would be advisable to include this culvert construction in the FAS project for the overpass structure.

At my first opportunity I will relay this information to the Klamath County Court, and although I am sure that the May or later date for a bid letting for this project will be disappointing to them, I am certain that they will approve the inclusion of the culvert construction with the overpass construction. Therefore, I will authorize you by this letter to include the culvert construction with the main structure construction and include both structures in the County FAS programming. Should there be any change in the desires of the County Court following my report to them, I will forward the information to you immediately.

Incidentally, the letter dated November 21, 1961 from your office, Mr. V. R. Jones stated that in order to program this Washburn Way Overpass project with the Bureau of Public Roads, an estimate will be necessary from the railroad company for any costs they may incur during construction of the project for which they would expect to receive reimbursement from project funds. I forwarded this information to the railroad.

RECEIVED
DEC 15 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 15 1961
ENGINEER
COUNTY & CITY RELATIONS

and they have replied saying that their engineering people do not feel they can make such a cost estimate until they are provided with a preliminary plan showing pier location, span lengths, and location of bridge and approaches so that they will be able to definitely determine what changes, if any, will be required to railroad facilities. Insofar as this is concerned, it appears to me than that at least the basic design features of the overpass structure and the approaches should be forwarded to the Great Northern Railroad by the Highway Department before we can expect such a cost estimate from them. I would appreciate your consultation on this particular phase of the problem.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl

Copy to Bridge with
Memo requesting info for R.R.C.
Copy to Nash

RECEIVED
DEC 15 1961
ENGINEER
COUNTY & CITY RELATIONS

Cox Call to Kalinski 12-13-61

Re Culvert

Kalinski - Can it be done by April 15?

Work to April 1st - 15 days.

Water OK in October.

Valve will be closed for as much.

As Dist. will use Culvert & will hold

off work to May 1st.

Kalinski will write re- waiver on

10% contribution.

Dist. to get approval on Culvert

will be next meeting. Would

Kalinski have Dist. issue letter, Kalinski to get tri party agreement by

end of January.

Kalinski says he would be satisfied

with 16" opening.

Kalinski would like to alter it with

the structure. & we will stipulate that

Culvert will be limit to best advantage

irrigating water.

V. R. Jones

MEMO TO FILES
12/12/61

USRS Box Culvert
Washburn Way Overcrossing Project
FAS 434, Klamath County

I contacted Ted Dek with regard to the financing of this project. He said that it could be made an FAS contract but that it would require railroad company participation of 10% as, in their opinion (BPR), it would be part of the separation project and would come under the Federal regulations governing the railroad's share of the cost.

The Bridge Division was consulted and I was advised that 30 working days would be required for construction. The project could be approved by the Highway Commission on January 19, 1962, and awarded on March 2, 1962. It requires at least 10 days to get the reinforcing steel shaped. It would appear that if the work were not slowed down by extreme freezing weather completion could be expected by May 1, 1962.

The County will have to provide a letter from the Northern Pacific Railroad Company in which the railroad company approves a contribution of 10% of the cost.

W. R. Jones
County & City Relations Planning Engineer

VRJ:mm

cc: Victor Wolfe

April 1 Deadline. ~~Nov~~ Oct.
Bridge Dept Concrete specs + design out by Nov 25th
Approval of Reclamation Service needed
Job will be most expensive due to necessary heating of Concrete & Time limit.

RECEIVED
DEC 7 1961
FOR FILING

578-1077

6077

December 7, 1961

Pacific Power & Light Company
403 Main
Klamath Falls, Oregon

Gentlemen:

We are mailing you a copy of the vicinity map and profile on the Washburn Way-Great Northern Railroad O'xing Section near Klamath Falls as requested by J. R. Kalinoski, County Engineer in his letter of December 5.

An invoice in the amount of $2.16 to cover the printing costs will follow.

Very truly yours,

Forrest Cooper
Acting Highway Engineer

By

L. H. Young
Office Engineer

CRN:jb

December 7, 1961

Oregon Water Corporation
7th & Pine
Klamath Falls, Oregon

Gentlemen:

We are mailing you a copy of the vicinity map and profile on the Washburn Way-Great Northern Railroad O'xing Section near Klamath Falls as requested by J. R. Kalinoski, County Engineer in his letter of December 5.

An invoice in the amount of $2.16 to cover the printing costs will follow.

Very truly yours,

Forrest Cooper
Acting Highway Engineer

By

L. H. Young
Office Engineer

CRN:jb

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

December 5, 1961

REFERRED TO
L. H. Young
BY SECRETARY

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

Will you please send to the Oregon Water Corporation, 7th & Pine, Klamath Falls and Pacific Power & Light Company, 403 Main, Klamath Falls each a copy of the State Highway Department Vicinity Map & Profile of the Washburn-Way-Great Northern Railroad Overcrossing near Klamath Falls, Oregon. This survey was made by W.Reid Meritt, Resident Engineer, in October 1961.

Thank you for this courtesy.

Very truly yours,

J.R. Kalinoski
County Engineer

cc: Oregon Water Corporation
Pacific Power & Light Company

240'
2.1%

RECEIVED
DEC 6 1961
OREGON
STATE HIGHWAY COMMISSION

REFERRED 12/6/61
TO Nelson
FOR Information and signature
ACTION TAKEN
L. H. YOUNG

RECEIVED
DEC 1 1961
COMMISSIONERS
M. K. McIVER, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FOR FILING
42-1077
1079

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 1, 1961

Mr. J. R. Kalinoski
County Engineer
County Court House
Klamath Falls, Oregon

Dear Mr. Kalinoski:

I attach some data concerning the culvert on the Washburn Way project about which you called me.

The problem of flood characteristics which I discussed with you is apparently critical here and I would recommend the 8' x 5' box.

I attach the reports my people made on the matter.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

Tom Edwards
Construction Engineer

TE:jw

Attach.

cc Forrest Cooper
G. S. Paxson

NOTED
RECEIVED
DEC 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
November 30, 1961

To: Washburn Way, Great Northern Railroad Overcrossing near Klamath Falls

Mr. Tom Edwards
Construction Engineer
O F F I C E

In accordance with your instructions, estimates have been prepared for alternate culverts for the Bureau of Reclamation A-3 Lateral, Klamath Project, on the subject section. Costs were prepared for the reinforced concrete box culvert and two structural plate pipe arches. The following costs were determined:

Type	Length	Area	Cost
8'x5' RCBC	128 ft.	40 ft.^{2}	$15,600
7'8"x5'5" SPPA	144 ft.	33 ft.^{2}	13,400
10'11"x7'1" SPPA	144 ft.	61 ft.^{2}	16,200

The above costs include engineering and contingencies (20 per cent) but do not include excavation as it was believed that differences in excavation quantities would not affect the cost comparison.

From information received from the Research Division the nominal flow through the canal at this point is approximately 40 second-feet with a velocity around one foot per second; this would place the depth of flow in the 8'x5' box culvert at approximately 4.5 feet. In order to produce equivalent flow characteristics with a pipe arch, a 10'11" x 7'1" pipe arch would be required. The 7'8"x5'5" pipe arch estimated would also handle the flow but would produce a head at the entrance which would not be desirable in an irrigation cana; therefore this smaller pipe arch should not be considered. It then appears that the 8'x5' box culvert would be the logical choise. The Research Division had also recommended the box culvert. A copy of their report is attached.

In addition, it might be pointed out that it is not desirable to place pipe arches under fills in excess of 15 feet; the fill depth in this case would be 25 feet more or less. To determine the cost for the above pipe arches, 10 gauge material was assumed; however, it is quite possible that a heavier

gauge would be necessary due to the fill depth thus increasing the cost materially.

Information for the estimates was obtained from the vicinity map of the area with unit costs being obtained from the Cost Section.

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1961

To Mr. J. S. Paxson

SUBJECT Washburn Way - Great Northern R.R. Overcrossing Near Klamath Falls

I have investigated the proposed crossing of the Bureau of Reclamation A-3 Lateral, Klamath Project, on the above job and have discussed the culvert requirements with Mr. Abner Bardal, Office Engineer for the Bureau, and Mr. Ray Roberts, Manager of the Klamath Irrigation District. They were agreed that a box culvert similar to the box under the railroad would be adequate. They were also agreeable to using a structural plate arch pipe if it had the equivalent hyuraulic characteristics.

There is no data available on discharge in the lateral at this particular point in the system, but apparently the velocity is one f.p.s. or less, so the discharge would be about 40 c.f.s. The 8 x 5 RCBC under the railroad would handle this flow with a normal depth of 4.5 feet and a slope of .00005 ft. per ft. Similar operation with a pipe arch would require a structure 10'-11" x 7'-1", which would apparently cost half again as much as the box.

The proposed structure should be installed at the same invert elevation as the railroad box, apparently about 4092.4. The railroad structure uses warped wingwalls

There is a 12-inch turnout to the north located about 40 feet upstream (east) of the proposed highway centerline. This turnout feeds a 24-inch C.M. pipe which lies parallel to and 23 feet east of centerline. The ends of the pipe and the turnout will fall under the bridge approach fill so the turnout should be moved to about 90 feet east. The pipe will have to be angled in a manhole at each end and brought out from under the fill in additional pipe to the relocated irrigation ditch.

John C. Jenkins
Assistant Research Engineer

JCJ:ac

NOTED
V. R JONES

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
November 27, 1961

Mr. C. H. Maison
O F F I C E

FAS 434, Klamath County
Washburn Way Railroad Overcrossing

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

Attached is Klamath County's warrant for $500 to be used to cover the cost of completing the design of the approaches for the Washburn Way Railroad Overcrossing on FAS 434. The approaches are to be constructed by county forces.

V. R. Jones, Field Engineer
County and City Relations

VRJ:mm
Att.

NOTED
JOHN D. GRAHAM

cc: G. S. Paxson
J. E. Morelock
R. L. Porter

FORM E 123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
NOV 27 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HIGHWAY ENGINEER
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
November 1, 1961

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Washburn Way Overcrossing
FAS 434

Dear Mr. Kalinoski:

I have contacted the State Highway Construction Division regarding the cost of completing the survey and designing the approaches for the above-mentioned project. The estimated cost for preparing the plan and profile on linen half at half with right-of-way delineation which will also show railroad encroachment is $500. If you would wish us to proceed with this survey, a request by letter and an advance deposit of $500 will be necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. K. Johnstone
County and City Relations Field Engineer

VKJ:mn

To be enclosed with warrant

RECEIVED
NOV 29 1961
FOR FILING
378-1697
679

MEMO TO FILES, 11/27/61

PROPOSED COUNTY ROAD TRUCK ROUTE
KLAMATH COUNTY

In regard to the request of Jack Kalinoski, Klamath County Engineer, to establish a truck route over a county road from US-97 near Midland easterly to Washburn Way (county road); thence northerly along Washburn Way to South Sixth Street in Klamath Falls, I have learned the following:

First, in order to establish a truck route over a county road system, it is necessary for the Highway Commission to formally take this action with the approval of the county involved. In this particular instance there are three grade crossings involved and approval of the PUC would have to be obtained. I have talked with Glen Sorenson and it is his opinion that PUC would probably be reluctant to grant their approval. One reason for this is that the "long haul" trucking companies would have to apply to PUC to change the fixed routing on US-97 that they now have. In my opinion I don't believe the truckers would traverse a longer route which has two (2) right-angle curves on it.

As to the action required by the city to establish a truck route on a state highway that is routed over a city street, I refer you to ORS 483.542, page 209, OHL, which explains the procedure in detail.

It would appear to me that in view of the circumstances involved in the establishment of this proposed truck route and the probability that these county roads would have to be widened and paved, it would not be practical.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm

cc: G. S. Paxson
Victor Wolfe

RECEIVED
NOV 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

NOTED
V. D. WOLFE

RECEIVED
NOV 27 1961
FOR FILING

518-1077

6077

Salem, Oregon
November 24, 1961

Washburn Way Overcrossing
Great Northern Railway
Klamath Falls

Mr. L. H. Young

I understand that Klamath County is requesting we make the design for the approaches to the Washburn Way Overcrossing of the Great Northern yards in Klamath Falls. The southerly approach involves the crossing of the U.S.R.S. A-3 Irrigation Canal. This same canal now crosses under the railroad yards in a 8' x 5' box culvert with warped wingwalls. We have discussed this with the Reclamation Service, and they have agreed that a comparable structure under our embankment will be satisfactory.

I am attaching a set of the vicinity maps for this project, and you will note on the third sheet that it will be necessary to reconstruct a minor irrigation ditch leading from the canal east of the highway. Mr. Jenkins has laid out a possible alignment for this canal, but I am wondering whether a location cannot be worked out whereby the connection to the ditch is kept outside the fill slopes.

I would also call your attention to the water main under the north approach. It looks like there might be some sort of a valve box that would be buried by the fill.

Klamath County is to deposit with us the cost of making this design, and as soon as we receive it, the work should get under way, as they wish to let the contract some time early next summer.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Ivan D. Merchant

RECEIVED
NOV 24 1961
FOR FILING
S12-1077
L-177

Salem, Oregon
November 22, 1961

Mr. G. S. Paxson

Waghburn Way - Great Northern
R.R. Overcrossing Near Klamath
Falls

I have investigated the proposed crossing of the Bureau of Reclamation A-3 Lateral, Klamath Project, on the above job and have discussed the culvert requirements with Mr. Abner Bardal, Office Engineer for the Bureau, and Mr. Ray Roberts, Manager of the Klamath Irrigation District. They were agreed that a box culvert similar to the box under the railroad would be adequate. They were also agreeable to using a structural plate arch pipe if it had the equivalent hydraulic characteristics.

There is no data available on discharge in the lateral at this particular point in the system, but apparently the velocity is one f.p.s. or less, so the discharge would be about 40 c.f.s. The 8 x 5 RCBC under the railroad would handle this flow with a normal depth of 4.5 feet and a slope of .00005 ft. per ft. Similar operation with a pipe arch would require a structure 10'-11" x 7'-1", which would apparently cost half again as much as the box.

The proposed structure should be installed at the same invert elevation as the railroad box, apparently about 4092.4. The railroad structure uses warped wingwalls.

There is a 12-inch turnout to the north located about 40 feet upstream (east) of the proposed highway centerline. This turnout feeds a 24-inch C.M. pipe which lies parallel to and 23 feet east of centerline. The ends of the pipe and the turnout will fall under the bridge approach fill so the turnout should be moved to about 90 feet east. The pipe will have to be angled in a manhole at each end and brought out from under the fill in additional pipe to the relocated irrigation ditch.

John C. Jenkins
Assistant Research Engineer

JCJ:ac

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

November 21, 1961

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
R. H. PRANGE

Washburn Way Overcrossing
FAS 434, Klamath County

Dear Mr. Kalinoski:

In order to program the above project with the Bureau of Public Roads, an estimate will be necessary from the Railroad Company for any cost they may incur during construction of the overpass for which they would expect to receive reimbursement from project funds. These costs may be for temporary installations of communication lines, flagging, watchmen, or other protection for their traffic. Three copies of this estimate must be provided by the Railroad Company itself and should be forwarded to this office.

We have not yet received the proposed deposit of $500 for the completion of the design of the approaches. Do you still wish us to furnish the data described in my letter of November 9?

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
November 21, 1961

Washburn Way Overcrossing Structure
FAS 434, Klamath County

Mr. J. E. Morelock
O F F I C E

NOTED
R. H. PRANGE

NOTED
V. R. JONES

The survey data on the above project has been examined and found to be consistent with the project requested by Klamath County and approved by the Highway Commission. The County requested an estimate for completion of the design for the approaches, which the County will construct. An estimate of $500 was sent to the County November 9, but a deposit for this amount has not yet been received.

V. R. Jones
County & City Relations Field Engineer

VRJ:mm

cc: Ivan Merchant

NOTED
JOHN D. GRAHAM

NOTED
R H. PRANGE

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
V. R JONES

November 9, 1961

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Washburn Way Overcrossing
FAS 434

Dear Mr. Kalinoski:

I have contacted the State Highway Construction Division regarding the cost of completing the survey and designing the approaches for the above-mentioned project. The estimated cost for preparing the plan and profile on linen half and half with right-of-way delineation which will also show railroad encroachment is $500. If you would wish us to proceed with this survey, a request by letter and an advance deposit of $500 will be necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County and City Relations Field Engineer

VRJ:mm

cc: J. E. Morelock

FORM E-90 50M 6-61 20681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1961

SUBJECT: Washburn Way Overcrossing
Great Northern Yards
Klamath Falls

To: Mr. H. S. Cox
County & City Relations Engineer

OFFICE

NOTED
R. H. PRANGE

In drawing agreements between the railroad company, the county and the state concerning this project, I think it is imperative that we have something in writing from the railroad to the effect that they understand the manner in which their $100,000 contribution will be made and the fact that any part of that $100,000 in excess of 10% of the cost of the structure is an entirely voluntary contribution. This should probably be accomplished by county; and in the event that they are unable to do this, I believe Mr. Paxson should be advised and negotiation carried on between the Highway Department and the railroad.

I believe that a three-way agreement between the state, county and railroad which would incorporate all the normal provisions of an FAS agreement plus an additional paragraph or two setting out the obligations of the railroad would probably be sufficient to take care of the structure.

Insofar as the approaches are concerned, I believe it would also be advisable to have a three-way agreement between the state, county and railroad; inasmuch as I understand the approaches will be designed and constructed by the county and the BPR requires an assurance from us that the approaches will be constructed to conform to minimum AASHO design standards.

Inasmuch as the railroad's part in this agreement is rather small, I would suggest that we prepare the agreements.

Both the structure & approaches will be covered in a 3-way agreement, R R - County - State.
conference Paxton - Ellis - Cox - Jones
11/13/61

RECEIVED
NOV 5 - 1961
ENGINEER
COUNTY & CITY RELATIONS

As mentioned before, I feel the most important aspect of the agreements concerning this project is the fact that the railroad must be fully and completely advised as to the manner in which the project will be constructed and the manner in which their contribution will be used; and, if they give an assurance in writing that this is satisfactory, then we may proceed with the drafting of the agreements. I understand that it would probably be satisfactory to the BPR if we merely certified that the approaches had been constructed to the desired standards; however, I believe it would be better to have an agreement with the county to the effect that we would have to approve the plans and specifications for the approaches prior to their construction by county in order to eliminate any possibility of a change in the quality of construction.

If there is any further assistance that I may give in this matter, please do not hesitate to contact me.

Jack L. Sollis

JACK L. SOLLIS
Staff Attorney

JLS:bjk
cc: L. I. Lindas
G. E. Rohde
G. S. Paxson

RECEIVED
NOV 2 1961
FOR FILING

5-10-1177
C-71

November 1, 1961

Mr. E. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
King Street Station
Seattle 4, Washington

Dear Sir:

The 30 feet of clearance mentioned in the location prospectus for the Washburn Way Overcrossing refers to the roadway width of the bridge itself.

Clearances with reference to the track, both horizontal and vertical, will be proposed to you in our preliminary design sketches.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ac

cc to: Mr. K. E. Wyckoff
Assistant to Chief Engineer
Great Northern Railway Company
125 East 4th
St. Paul 1, Minnesota

Mr. W. C. Williams

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington
October 31, 1961

File: BR 8-7B (62)

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference your letter of October 23rd with which you forwarded a location prospectus covering the proposed overcrossing of the Great Northern Railway tracks at Washburn Way, Klamath Falls, Oregon.

The items listed in your prospectus are satisfactory except that we would appreciate a clarification of the horizontal clearance of 30 feet which is cited in the third paragraph. It is presumed that this horizontal clearance is in reference to the width in roadway rather than any horizontal clearance that the structure may have in relation to the track.

Please advise.

Yours very truly,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert

Assistant Chief Engineer

TCN/zm

cc: Mr. K. E. Wyckoff

RECEIVED
NOV 1 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

LOCATION PROSPECTUS
GREAT NORTHERN OVERCROSSING SECTION
FAS 434, WASHBURN WAY
KLAMATH COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 434, which is a county road on the Federal Aid Secondary System, beginning approximately one-fourth mile west and ending approximately one-fourth mile east of the Washburn Way crossing of the Great Northern Railroad Track which is located about two miles southeast of Klamath Falls. Total overall length is approximately 0.5 mile.

This will be a location survey to prepare plans, specifications, and estimates for the construction of an overpass structure over the Great Northern switching yard tracks.

The proposed route utilizes the existing alignment. The existing multiple-track grade crossing will be replaced by an overpass structure having a horizontal clearance of 30 feet with a sidewalk on the west side only and an approximate length of 350 feet. Reconnaissance is not necessary. Soils investigations will be conducted. An economic analysis is not needed at this time.

The existing 1960 ADT is 2,760 and the projected 1980 ADT is 4,150. Traffic and the nature of the railroad crossing warrants an overpass structure built on tangent alignment. Klamath County will construct and surface the approach fills and provide detour facilities. The recommended typical section will consist of two 12-foot travel lanes with 8-foot shoulders. Deviations from State and Federal standards are not anticipated.

This will be a two-lane county road with no control of access. Interchanges and major streams are not involved - this survey is for an overcrossing structure only.

The tentative base design for construction is:

Paving	3½" A.C.
Top Course, Base	2 "
Bottom Course, Base	10½"
Total Depth	16 "

(Base design is subject to change upon completion of soils investigation.)

Materials are available from local or county sources.

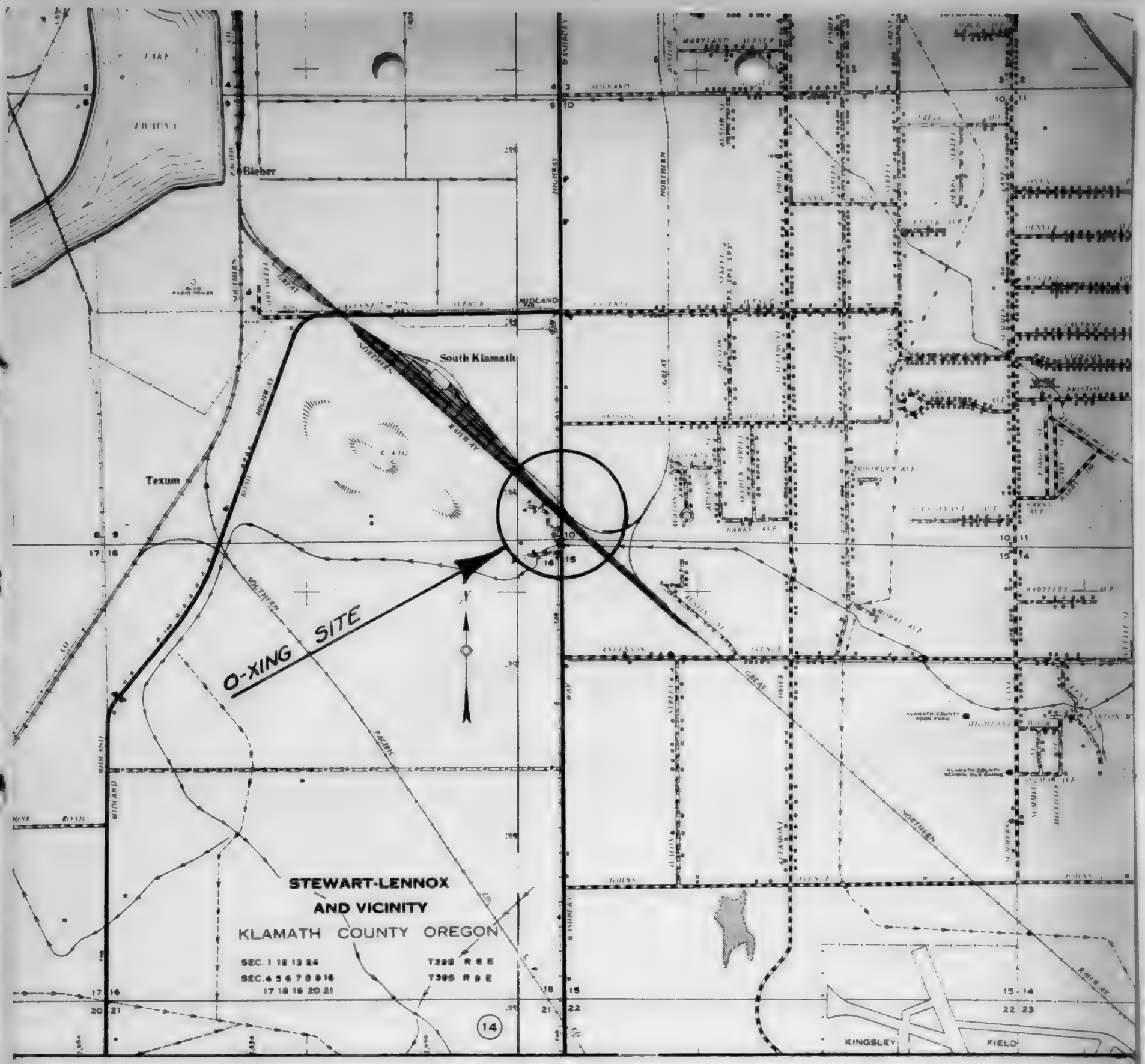
Agreements with Klamath County will be required.

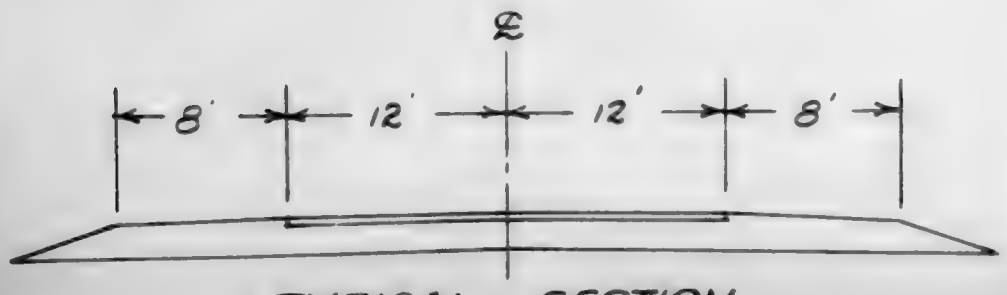
There are no State parks or roadside rest areas affected by this project.

September 28, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Dean Swift (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (2)





TYPICAL SECTION

PROSPECTUS MAP

GREAT NORTHERN OVERCROSSING
FAS 434 WASHBURN WAY

KLAMATH COUNTY

Scale 1" = 0.3 Mi 1961

RECEIVED
NOV 2 1961
FOR FILING
STR-1497

Salem, Oregon
November 1, 1961

Mr. R. L. Porter
Mr. H. S. Cox

Klamath County is proposing rather an unusual arrangement for financing the construction of the Washburn Way Overcrossing of the Great Northern yards south of Klamath Falls. The Railway Company has offered to contribute $100,000 toward the project. The County, however, wants to build the bridge itself as a federal-aid secondary project, assessing the Railway only 10 per cent, which would bring the Railway's participation up to $17,500. They proposed to take the remaining $82,500, supplemented with County funds, and build the approaches. We have proposed this to the Bureau, and I attach a copy of their memorandum of September 1 outlining the things which would have to be included in the PR-1 form to obtain approval.

Will you please keep this Bureau memorandum in mind when making up the PR-1 forms and when getting the agreement between the State, the Railway and the County for the project.

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]Pias

RECEIVED
OCT 31 1961
FOR FILING

Salem, Oregon
October 30, 1961

Mr. Ried Meritt

Washburn Way
Great Northern Tracks
Klamath Falls

Mr. C. E. Jaqua of the Public Utility Commissioner's office is arriving by train due in Klamath Falls at 2:25 p.m., Thursday, November 2. Please meet Mr. Jaqua and take him to the Washburn Way overcrossing site and give him such information as you can.

He will be returning to Salem by train leaving Klamath Falls at 4:40 p.m.

C. S. Parson
Assistant State Highway Engineer

cc to: Mr. C. E. Jaqua
Mr. Dean Swift

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

No. 434

September 12, 1961

RECEIVED
SEP 13 1961
ENGINEER
COUNTY & CITY RELATIONS

Mr. John Graham
County City Relations Department
Oregon State Highway Commission
Salem, Oregon

Dear John:

Subsequent to our telephone conversation on Friday morning, I discussed with the County Court the prospectus you are preparing for the Washburn Way--Great Northern Railroad Overpass structure. It was the desire of the Klamath County Commissioners to alter the section design on this structure from what we had originally discussed in our telephone conversation, and this information was relayed by me to your office on Friday afternoon.

NOTED
DON HARWELL

The Oregon P.U.C. Order #37388, under which the authorizztion and direction is given for the overcrossing, provides "that the overcrossing shall be constructed in such a manner as to provide a walkway for the use of pedestrian traffic." I called Mr. James Singleton in the P.U.C. office, and Mr. Singleton tells me that one three foot wide sidewalk on the structure would be adequate to meet the requirements of the Order. Subsequently, the County Court has decided that they wish to construct a thirty foot roadbed section on the structure with a three foot wide sidewalk on the west side of the structure only. It follows then that the earth-fill approaches to the structure should taper from a thirty foot roadbed section at the bottom of each approach to a thirty-eight or forty foot section where each approach will meet the structure. The pavement width on the approaches should taper from twenty-two feet at the bottom of the approach to thirty feet at its junction with the structure. The shoulder width at the top of each approach should be sufficiently wide to provide for guard rail installations channeling traffic onto the structure itself. I feel that your Bridge Department would probably have a recommendation concerning this shoulder width.

Thank you for your advice and consultation in this matter, and if you should have further questions, please do not hesitate to contact me.

Very truly yours,

J. R. Kalinoski
County Engineer

NOTED
JOHN D. GRAHAM

Copy of letter to Merchant, Barlow and Gifford
JRK:mjl JRK 9/13/61

RECEIVED
OCT 3 1961

FOR FILING
548-1617
6079

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: September 1, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Poin, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Oregon Project S-479(1), GNRR Washburn Way Separation, Klamath County

On July 21, 1961 Mr. Dec of this office and Mr. Paxson discussed the very unusual method of financing proposed construction of a separation structure at the crossing of the Great Northern Railway on Washburn Way, FAS Route 434 in Klamath County. The county desires to finance the structure as a regular Federal-aid highway project including 10 percent of the structure cost or $17,500 as the railroad contribution. The remaining $82,500 of the railroad contribution would be retained by the county for construction of the approaches with their own forces on a non-participating basis, using county funds approximating $42,500 to make up the remainder of the cost of the approaches.

The above method proposed for utilizing the $100,000 railroad contribution will be acceptable provided the PR-1 form submitted to program the project to utilize Federal-aid secondary funds contains the following information:

(1) Assurance that approaches will be constructed to conform to at least minimum values set by approved AASHO design standards.

(2) Advise that the railroad contribution in excess of 10 percent is an entirely voluntary contribution.

(3) Assurance that Great Northern Railway Company officials are fully cognizant of the county's proposed use of the excess $82,500 of their total contribution and are agreeable to such use. This would be clearly evidenced if separate agreements were prepared for the structure (State, County and Railroad) and for the approaches (County and Railroad only).

(4) Financing as a "G" project with 90 percent Federal-aid secondary funds and 10 percent railroad funds is not desired by the county since they would not obtain the State Highway Department's normal 20 percent contribution thereby reducing the total amount of highway funds which they would receive for their over-all highway program.

RECEIVED
SEP 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

July 31, 1961

NOTED

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
Harold C. Ayers

Dear Mr. Kalinoski:

The Highway Commission on July 28 approved the proposed FAS project for the Great Northern Railroad Overcrossing as described in the enclosed tabulation. This gives the Construction Division and the Bridge Division authority to proceed with the survey and design.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County and City Relations Field Engineer

VRJ:mm
Encl: Tab. 61-d

PROPOSED PROJECT
KLAMATH COUNTY

FAS 434, Washburn Way Great Northern Overcrossing Structure, $160,000.

The proposed project is to construct an overpass structure over the Great Northern switching yard tracks which are located approximately 2.0 miles southeast of Klamath Falls. The structure will have a roadway width of 30', with two sidewalks, and will be approximately 350' in length. Klamath County forces will construct and maintain a detour if one is required. The County will construct and surface the approach fills with its own forces. The project is presently estimated to cost $175,000 but the Great Northern Railroad Company will provide 10% of the cost and only the balance will be FAS funds.

Approved 7/28/61

61-d
7/21/61

FORM 9024

GRE .T NORTHERN RAILWAY COMPA. .

OFFICE OF DIVISION SUPERINTENDENT

NOTED
H. S. COX

Klamath Falls, Oregon
July 31, 1961

639-A

Mr. J. K. Kalinoski
County Engineer
Klamath County Road Department
Klamath Falls, Oregon

Dear Mr. Kalinoski:

Referring to your July 17 letter outlining the basis upon which the county is prepared to proceed with the Washburn Way overpass at the Great Northern South Klamath yard.

I have been advised that I may inform you that the Great Northern will participate in this project to an amount not to exceed $117,060.00. You may proceed with whatever planning you so desire, considering this letter as a commitment on behalf of the railway company.

Yours very truly,

W. L. Smith
Superintendent

RECEIVED
AUG 1 1961
KLAMATH COUNTY ROAD DEPT.
BY_____

Copy to Jack Sollis
11/8/61

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NOV - 8 1961
ENGINEER
COUNTY & CITY RELATIONS

July 17, 1961

RECEIVED
NOV - 8 1961
ENGINEER
COUNTY & CITY RELATIONS

Mr. Worthington Smith
Superintendent
Great Northern Railroad Company
1340 South Sixth Street
Klamath Falls, Oregon

Dear Mr. Smith:

This letter is in reference to the proposed grade separation structure to be constructed by Klamath County with the cooperation of your railroad company on Washburn Way over the Great Northern Railroad switching tracks. Klamath County is now ready to proceed with the design of the project and upon completion of the design, proceed with the construction of the project.

It has been decided that the width of the structure will be to accomodate two lanes of traffic. The cost estimate for the entire project has been estimated by the Oregon State Highway Department at $295,600.00. The cost of the reinforced concrete structure is estimated at $170,600.00, and the cost of the earth fill approaches on both ends of the structure has been estimated at $125,000.00. Klamath County will construct the structure portion of the project using County Federal Aid Secondary funds to finance a contract to be let by the Oregon State Highway Commission. Federal law requires, in such cases, that 10% of the cost of the structure be borne by the railroad and it will be necessary for your company to advance $17,060.00 for this portion of the project. The remainder will be financed by County Federal Aid Secondary funds as they have been allocated to Klamath County.

Klamath County will construct the earth fill approaches on both ends of the structure using its own forces and equipment. In addition, Klamath County will acquire the right of way necessary for this structure and the approaches, and will purchase all necessary borrow material to be used in the construction. After giving this project full consideration it was our decision to use our own forces and equipment for this phase of the project because we feel that we can effect a considerable savings in the cost of the project in this manner. It is our intention to utilize the railroad's prior committment of $100,000.00 towards

Copy to Jack Sollis
11-8-61

the cost of this project on this portion of the project.

You will notice that the total estimated cost of the project, $295,600.00, does not include any right of way acquisition or expenses which may be incurred to purchase borrow material to be used in the approaches to the structure. I am sure also that you realize that this material will have to be purchased because of the proximity of the project to any county or public owned lands. It is our intention to purchase this borrow from the owners of the property lying just south of your switching tracks. We have already contacted the owners of the property and have discussed the matter with them and although no purchase has been consummated at this date, we are assured that the material can be acquired at a reasonable cost.

You will also notice that we are requesting more financial assistance from the railroad over and above your original committment of $100,000.00. This request consists of $100,000.00 to be used as above noted, plus 10% of the estimated cost of the structure. Assuming that the cost of the structure will not vary from the estimated cost as has been prepared, the total amount of financial assistance that we are requesting from the railroad amounts to $117,060.00. It is our hope that this request will meet with your company's approval.

Klamath County has exhausted all efforts to secure outside financial assistance in this project. We have requested financial assistance through the United States Air Force and the Department of Defense. As a result of this request a study of the project for federal assistance was made by the Bureau of Public Roads and our request was subsequently rejected. Financial assistance was also requested by Klamath County of the Oregon State Highway Commission and this request was subsequently rejected by the Highway Commission. Accordingly it appears now that the financing of the project must be through Klamath County and the Great Northern Railroad and it is now imperative that we have an answer from your company to this request before we program the construction.

I will be most happy to confer with you, or other members of your company, at any time concerning this project. Please feel free to call on me at your convenience.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl

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JUL 28 1961
FOR FILING

July 27, 1961

Oregon State Highway Commission

Gentlemen:

Attached is a tabulation showing a project on Washburn Way in Klamath County, as requested by the County, for expenditure of county FAS funds. This project has been investigated and is eligible for construction with these funds. The tabulation also includes the transfer of $60,000 of federal funds from Harney County to be used on a state secondary highway project on the Frenchglen secondary highway.

If this meets with your approval, there will remain $11,000 of fiscal-year 1962 funds and an estimated $3,681,000 of fiscal-year 1963 funds for construction projects on county roads.

This matter will be on the agenda for your consideration at the next Commission meeting.

Very truly yours,

R. G. Williams
State Highway Engineer

VRJ:mm me

Enclosure

cc G. S. Paxson
P. M. Stephenson
R. L. Porter
C. H. Maison
H. S. Cox

PROPOSED FISCAL YEAR 1962 FAS PROJECTS

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Harney	450	Narrows-Saddle Butte Section. Transfer of county FAS funds to state highway project.	$ 100,000	'62
Klamath	434	Washburn Way Overcrossing. Structure only.	$ 160,000	'62
		Total.....	$ 260,000	

SUMMARY BY FISCAL YEARS	1962	1963 Estimated	Total
Allocated Funds	$3,497,000	$3,681,000	$7,178,000
Previously Approved	3,226,000	--	3,226,000
Unprogrammed Balance	$ 271,000	$3,681,000	$3,952,000
Projects Proposed 7/28/61	260,000	--	260,000
Unprogrammed Balance	$ 11,000	$3,681,000	$3,692,000

PROPOSED PROJECT
HARNEY COUNTY

FAS 450, Narrows-Saddle Butte Section (State Highway), $100,000.

This is a state highway FAS project for which, by agreement between Harney County and the Highway Commission, the County is releasing $60,000 of federal funds allocated to the county under the FAS program. As federal funds are assumed to represent 60% of total FAS funds, Harney County's total fund allocation will be reduced by $100,000.

PROPOSED PROJECT
KLAMATH COUNTY

FAS 434, Washburn Way Great Northern Overcrossing Structure, $160,000.

The proposed project is to construct an overpass structure over the Great Northern switching yard tracks which are located approximately 2.0 miles southeast of Klamath Falls. The structure will have a roadway width of 30', with two sidewalks, and will be approximately 350' in length. Klamath County forces will construct and maintain a detour if one is required. The County will construct and surface the approach fills with its own forces. The project is presently estimated to cost $175,000 but the Great Northern Railroad Company will provide 10% of the cost and only the balance will be FAS funds.

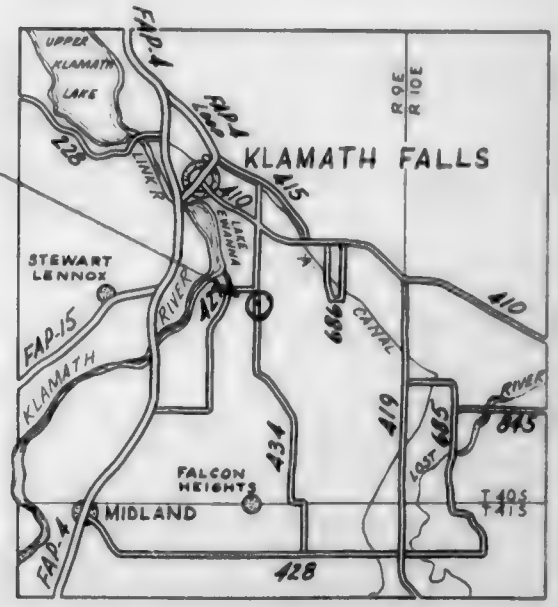
KLAMATH COUNTY

FAS SYSTEM

Scale 0 4 8 Mi. May 1961

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1961

SUBJECT: Proposed County FAS Project

To: Mr. G. S. Paxson
O F F I C E

Attached are nine copies of a tabulation, with map attachments, describing a county FAS project requested by Klamath County. The tabulation also includes a transfer of federal funds allocated to Harney County to a state highway project. These funds are to be used on a project approved by the Highway Commission March 10, 1961.

If satisfactory, these projects should be presented to the Highway Commission for approval. A rough draft of a suggested letter to the Highway Commission is attached.

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Att. 61-d

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9

Salem, Oregon
July 21, 1961

Mr. H. S. Cox

Washburn Way Overcrossing
Great Northern Railway Tracks
Klamath County

Please present the project for the overcrossing of the Great Northern Railway tracks on Washburn Way on the basis proposed by Klamath County, which is that the structure would be built as a regular FAS project on county roads, with the Railway contributing 10 per cent of the cost, the approaches to be built by Klamath County under an agreement which they will make with the Railway Company as to financing.

The agreement covering the approaches is clearly a County matter and one which we should not enter into.

C. S. Paxson

CSP:ae

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

July 17, 1961

Mr. Vern Jones
County City Relations Office
Oregon State Highway Department
Salem, Oregon

Dear Vern:

Friday afternoon the Klamath County Court decided to proceed with the programming of the grade crossing structure to be constructed on Washburn Way over the Great Northern Railroad switching tracks. We wish to program the reinforced concrete structure, which is estimated to cost $170,600.00, and use County Federal Aid Secondary funds for this project. Great Northern Railroad will contribute 10% of the estimated cost of the structure, and the balance will be financed using County FAS funds.

It is our intention also to use county forces and equipment to construct the approaches to the structure and this portion of the project will be financed jointly by Great Northern Railroad and the Klamath County General Road fund.

I would like to also convey to you and Clarence Swenson the fact that the City of Klamath Falls has officially notified Klamath County that upon our request, they will transfer jurisdiction of that portion of Washburn Way lying within the corporate limits of the City of Klamath Falls between South Sixth Street and the East Side By-Pass right of way, to Klamath County. This step is necessary to place this route on the Federal Aid Secondary system and action will be taken on this following the approval of the designation of this route as a county FAS route by the Highway Commission on the 28th of this month. If you wish I will send you a copy of the letter which has been forwarded to us by the City of Klamath Falls.

I hope that these procedures in both of the above matters meet with your department's approval.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

July 13, 1961

Mr. Vern Jones
County City Relations Department
Oregon State Highway Department
Salem, Oregon

Dear Vern:

You will recall on Monday of this week I telephoned from your office to Mr. James Singleton in the Public Utility Commissioner's Office relative to the Great Northern-Washburn Way Overpass to be constructed as a County Federal Aid Secondary project. A question revolved about the manner in which Great Northern's monetary contribution to this project may be spent to assist in financing the project.

Enclosed is a letter I received today from Mr. Singleton in which he states "no attempt is made in the Order to prescribe the use of any funds which may be made available for the construction of the overpass." Accordingly then, I can see no reason why the railroads contribution could not be used, at least partly, to finance the cost of the earth fill approaches to the structure should this particular work be done by Klamath County with its own forces and equipment.

As yet I do not have a recommendation to pass onto you to indicate the method Klamath County chooses to use to finance the entire construction. As soon as I have had an opportunity to discuss this with the County Court, I will forward the information to you.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl
Enc.

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JUL 14 1961
ENGINEER
COUNTY & CITY RELATIONS

STATE OF OREGON
PUBLIC UTILITY COMMISSIONER
SALEM

July 12, 1961

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. R. Kalinoski, County Engineer,
Klamath County Court House,
Klamath Falls, Oregon.

Dear Mr. Kalinoski:

This is in reference to our conversation of July 9th regarding the distribution of funds for the construction of the Washburn Way Overpass.

We have no recollection or record of any discussion of how the money to be received from the various sources was to be allocated, nor is there any mention made of the matter in Order No. 37388.

As a result of your stipulation at the hearing, the conclusion is drawn in the Order that

> "The cost of construction of the Overpass should be borne by Klamath County. Petitioner should be directed to contribute to the cost of construction as mutually agreed upon by the Petitioner and Klamath County."

Also that:

> "The cost of maintenance and repair of, and the cost of the right of way for the overpass should be borne by Klamath County."

The "ORDER" part of the Order, however, is silent on these matters.

It appears from the above that no attempt is made in the Order to prescribe the use of any funds which may be made available for the construction of the overpass.

Very truly yours,

JONEL C. HILL, Commissioner

By James E. Singleton

James E. Singleton
Director of Transportation

JES:cpb

FAS 434, KLAMATH COUNTY
WASHBURN WAY OVERCROSSING

PROPOSED FINANCING

KLamath County FAS Funds Available for this Project:

	Total	Federal	County	State
1962 & Prior Years	$245,000	$147,000	$49,000	$49,000
Estimated 1963	109,000	65,000	22,000	22,000
	$354,000	$212,000	$71,000	$71,000
G.N.R.R. Contribution	100,000			
	$454,000			

Estimated Contract Cost:

Structure only	$175,000
Approaches only	125,000
Total	$300,000

Klamath County Construction Plan:

	Estimated Total Cost	Federal Funds	Railroad Funds	County Share	State Share
FAS Project, Structure only	$175,000	$105,000	$17,500	$26,250	$26,250
County Force Work, Approaches	--	--	82,500	?	--
			$100,000		

BPR Suggested Plan:

Estimated Contract Cost, entire Project	$300,000	$200,000	$100,000	$*	$*

*County would acquire right-of-way
*State would provide preliminary survey and design

Suggested Alternate Plan:

	Total Estimated Cost	Federal Share (60%)	Prorated R.R. Share of $100,000	County Share	State Share
FAS Project, Structure only	$175,000	$105,000	$ 58,000	$ 6,000	$ 6,000
Approaches, County Work			$ 42,000	?	
			$100,000		

VRJ:mm
7/20/61

NOTED
Harold C. Ayers

MEMO TO FILES

7/11/61

Jack Kalinoski was in the office July 10 and the Washburn Way project was discussed. He is now waiting for a decision from the P.U.C. as to whether the Railroad Company's contribution of $100,000 could be used on approach fills as well as the structure itself. He also may want the project submitted under the Federal Grade Separation Act. We are supposed to have a letter from him the latter part of this week.

V. R. Jones

County & City Relations Field Engineer

VRJ:mm

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JUL 11 1961
FOR FILING

Salem, Oregon
July 10, 1961

Mr. C. G. Swenson

Washburn Way Overcrossing
of Great Northern Tracks
Klamath County Road

If Klamath County desires to program the Washburn Way overcrossing of the Great Northern tracks near Klamath Falls as a federal-aid project, they can do so in two ways:

1. The estimated cost of the structure itself is $170,000. The Great Northern has offered to contribute $100,000 to the project. This $100,000 will reduce the cost to Klamath County to $70,000. It can be programmed entirely with federal money under the grade separation section of the federal law so that the County would not be putting any money in the project, but its federal-aid allotment would be reduced by the amount of $70,000.

2. The project can be programmed as a regular federal-aid project on county roads. The $100,000 railroad participation would be applied to the job, leaving the remaining cost at $70,000. The federal government would participate in the amount of 63.93 per cent, with the remaining being equally divided between the State and the County. In this way, the federal-aid allotment to the County would only be used in the amount of $44,750.

If the County, with its own forces, should build and maintain a detour, the matter of railroad insurance would be a subject for agreement between the railroad and the County. It might be that the railroad would waive any insurance requirement. If the detour is built by contract, I am sure that railroad insurance would be required, and normally the insurance would be a part of the contract with the contractor furnishing the railroad with the required policy.

The federal rule for railroad participation in grade crossing protection or elimination is that where an existing crossing is closed or improved, the railroad should pay 10 per cent of the cost. If no existing crossing is closed, the railroad is not required to make any contribution. This would not apply to the Washburn Way case, as the railroad has already offered to pay $100,000.

July 10, 1961

This is a county road, and, since jurisdiction remains with the County, any construction agreements or permits should be obtained in the name of the County.

C. S. Paxson
Assistant State Highway Engineer

CSP:ae

cc to: Mr. R. L. Porter

Klamath County FAS Project for R.R O-Xing on Washburn Way

1- Sorenson believes that the N.P. R.R contribution of $100,000 would have to be used on the structure itself according to PUC Order No. 37388 dated Oct 21, 1960. He suggests we go through Paxson to determine this.

2- If County should build + maintain detour would the County have to pay Railroad Insurance?

3 - As there is a Federal requirement for the R.R. Co to pay 10% of Grade Separation Structure Costs. would the B.P.R. require it on this project?

4- Who requests the construction permit noted in the PUC order?

5-

120
12
1/4

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

June 23, 1961

Mr. Clarence Swenson
County-City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson:

The Klamath County Court has instructed me to write you requesting the programming of the structure over and above the Great Northern Switching Track Yards on Washburn Way, FAS 434. The cost of this structure is estimated to be $170,600.00 and the cost of the approaches to the structure is estimated to be $125,000.00.

At the present time Klamath County plans to use their County FAS Funds to finance the cost of the structure and it is the County's plans to construct the approaches on both sides of the structure with County Road Department equipment and labor. The latter, of course, will be financed entirely by Klamath County.

Should there be any change in our plans, I will notify you at the earliest opportunity.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl

Width: 30'
Length: 350'

RECEIVED
JUN 26 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

June 13, 1961

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

In response to your request for the estimated yardage required for the approaches to the Washburn Way Overpass, I find that the two-lane design will need 112,000 cubic yards of embankment in place. Using a 15% shrinkage factor, the excavation quantities at the borrow area would be approximately 130,000 cubic yards. If you find a suitable area I am sure the Soils Division would sample it at your request to determine if the material is satisfactory. The yardage is still a preliminary figure and may be changed after a survey is made.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

V. R. Jones
Field Engineer

VRJ:mn

cc: G. L. Decker

RECEIVED
JUL 10 1961

FOR FILING
518-1097
6079

STATE HIGHWAY COMMISSION MEETING

Delegation Klamath County Court re the possibility of financial assistance in construction of a railroad overpass on Washburn Way, southeasterly of Klamath Falls. (Ag. item 4b)

Date June 9, 1961

Time 1:15 p. m.

Name	City or Town	Capacity
Jack R. Kalinoski	Klamath Falls	County Engr.
Frank F. Ganong	"	" Comm.

RECEIVED
JUN 8 1961
FOR FILING
518-1077
1:15 DEL.

AGENDA
JUN 9 1961
1:15 DEL.

May 25, 1961

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

This is to confirm a telephone conversation with Mr. Forrest Cooper, Deputy State Highway Engineer, yesterday concerning an appearance before the State Highway Commission at its meeting in June.

Fifteen minutes of time has been reserved for your group, beginning at 1:15 p.m., Pacific Standard Time, on Friday, June 9, in Room 419 of the State Highway Building in Salem.

It is my understanding that you wish to discuss with the Commission the possibility of their financial assistance in construction of a railroad overpass on Washburn Way in Klamath Falls.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FCijmc

cc: Mr. Jack Kalinoski
County Engineer
Klamath County Courthouse
Klamath Falls, Oregon

Commissioners
W. C. Williams
Forrest Cooper

See next question item 4 E

1:15
D

RECEIVED
MAY 25 1961
FOR FILING

Salem, Oregon
May 24, 1961

Delegation for June 9
Commission Meeting

Mr. Floyd Query
Secretary

Jack Kalinoski, County Engineer of Klamath County, called this date and requested a hearing for the County Court before the Highway Commission at its June 9 meeting.

The Court wishes to discuss a request that it has made for the Highway Commission to assist financially in the construction of a railroad overpass on Washburn Way in Klamath Falls.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Williams

5-23-61

E A S E M E N T

KNOW ALL MEN BY THESE PRESENTS, that GREAT NORTHERN RAILWAY COMPANY, a Minnesota corporation, Grantor, for and in consideration of the sum of Ten and no/100 Dollars ($10.00) to it paid by KLAMATH COUNTY, OREGON, Grantee, does hereby remise, release and forever quitclaim unto the Grantee, an easement for highway purposes, over, upon and across the following described premises:

Three parcels of land in Klamath County, Oregon, described as follows:

Parcel 1

A parcel of land lying in the SW¼ of SW¼ of Section 10, Township 39 South, Range 9 E.W.M., beginning at the section corner common to Sections 9, 10, 15 and 16, thence northerly along west line of Section 10 a distance of 659 feet, thence easterly along north line and westerly extension thereof of Altamount Ranch Tract No. 15 to a point 100 feet distant and measured at right angles from said section line, thence southerly and parallel to said section line to a point in the south line of said Section, thence westerly along said south line to the point of beginning, all which includes the westerly 70 feet of Altamount Ranch Tracts No. 15 and 16.

Parcel 2

A parcel of land lying in the E½ of SE¼ of Section 9, Township 39 South, Range 9 E.W.M., beginning at a point 187 feet north of the section corner common to Sections 9, 10, 15 and 16, in the east section line of Section 9, thence northerly along said east section line a distance of 1001 feet, thence westerly along Great Northern Railway right of way and easterly extension thereof to a point 100 feet distant and measured at right angles from said east section line, thence southerly and parallel to said section line to a point 187 feet northerly of the south line of Section 9, thence easterly and parallel to the south line of Section 9 to the point of beginning.

Parcel 3

A parcel of land lying in the E½ of SE¼ of Section 9, Township 39 South, Range 9 E.W.M., beginning at a point 1650 feet north of the section corner common to Sections 9, 10, 15 and 16 in the east line of Section 9, thence northerly along said east line to a point 30 feet south of the northeast corner of said SE¼ of Section 9, thence westerly along a line parallel to the north line of said SE¼ to a point 50 feet distant and measured at right angles from said east line, thence southerly and parallel to said east line, a distance of 910 feet ± to a point on the Great Northern Railway right of way line, thence easterly along said railway company right of way line and an easterly extension thereof to the point of beginning.

All as more particularly outlined in green on Exhibit A attached hereto and made a part hereof.

Reserving, however, to the Grantor, its successors and assigns, the right to operate and maintain its present railway tracks and facilities, and to construct, operate and maintain future railway tracks and facilities on said premises.

The parties hereto acknowledge that this easement is granted in connection with the County's widening of Washburn Way, a county road, which the Grantor crosses by Order No. 1981 of the Public Utilities Commission of Oregon, at Station 54+77.7.

This deed is made upon the following express conditions:

1. The rights hereinabove reserved by the Grantor shall be superior to the rights herein granted to the Grantee, and the Grantee agrees that it will at its sole cost and expense and in a manner satisfactory to the Grantor make any change in the location or manner of construction or maintenance of said highway on said premises as in the opinion of Grantor may be necessary to permit Grantor to make the fullest practicable use of said premises or Grantor's adjoining lands for railway purposes.

2. That any and all cuts and fills, excavations or embankments, necessary in the construction, maintenance or future alteration of said highway shall be made and maintained in such manner, form and extent as will provide adequate drainage of and from the adjoining lands and premises of the Grantor; and that wherever any such fill or embankment shall or may obstruct the natural and pre-existing drainage from such lands and premises of the Grantor, the Grantee shall construct and maintain such culverts or drains as may be requisite to preserve such natural and pre-existing drainage, and shall also, wherever necessary, construct extensions of existing drains, culverts or ditches through or along the railway embankment of the Grantor, such extensions to be of adequate sectional dimensions to preserve the present flowage of drainage or other

waters, and of materials and workmanship equally as good as in those now existing.

3. That the said Grantee shall bear the cost of removal, relocation or reconstruction of any and all right of way fences, telephone or telegraph poles, or other facilities of the Grantor, the removal, relocation or reconstruction of which may be made necessary by reason of the use of said premises for highway purposes.

4. That the said Grantee shall, at its own cost and expense, provide suitable approaches where it is necessary or desirable to cross any highway ditch or ditches so as to give good and proper access to the remaining property of said Grantor adjoining the lands hereby conveyed.

5. That if said described premises, or any part thereof, shall at any time cease to be used by said Grantee, or by the public, as a thoroughfare or highway, as aforesaid, or should they be converted to any other use whatsoever, or should the Grantee fail to perform any of the conditions above expressed, then and in any such event, all the right, title, interest, benefits and enjoyment of said Grantee, or of the public, in and to said premises, for any purpose whatsoever, shall immediately cease and determine, and the said Grantor, its successors and assigns, may, at its or their option, re-enter, re-take and hold said described lands and premises as of the present estate of said Grantor, without compensation to said Grantee, the public, or any other person whomsoever, for improvements or property removed, taken or destroyed, or liability for loss of, or damage to any premises or the improvements thereon abutting on said thoroughfare or highway or any part thereof.

TO HAVE AND TO HOLD THE SAME, together with all the hereditaments and appurtenances thereunto belonging to said Grantee, for public use and enjoyment as a thoroughfare or highway and for no other purpose whatsoever, subject to the conditions hereinbefore stated.

IN WITNESS WHEREOF, the Grantor has caused its corporate seal to be hereunto affixed, and these presents to be executed by its duly authorized officers, this 23rd day of May, 1961.

GREAT NORTHERN RAILWAY COMPANY,

By R W Downing
Vice President

Attest: R M O'Kelly
Secretary

STATE OF MINNESOTA)
: ss.
County of Ramsey)

On this 23rd day of May, 1961, before me, a notary public in and for the State aforesaid, personally appeared R. W. Downing and R. M. O'Kelly to me known to be the Vice President and Secretary, respectively, of Great Northern Railway Company, the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

DeLores V. Lindquist
Notary Public in and for the State of Minnesota, residing at St. Paul, Ramsey Co. Minn.
My Commission expires February 12, 1966.

Ramsey County Deed Records Vol 330 Page 108

W.D. 5-12-31 - Emil Pagernos to G.N. Ry. Co. - All of Tract No. 8 Memo No. 164-31.

W.D. 5-11-31 - J.A. Carman to G.N. Ry. Co. Portion of Tract No. 1. Memo No. 284-31.

W.D. 4-4-32 - Frank Walford et ux to G.N. Ry. Co. Portion of Tracts 1 and 2 Memo No. 111-32

Irr. Ditch

Iron Pin ..... 2648' to Sec. Cor.

A.R. "300"

A.R. "1406"

A.R. "1406"

AMADOR

Prop'd grant Easement to County shown outlined "Green"

BRITT Ave. (Formerly 6th Ave.)

AVE.

COUNTY ROAD

To Sec. Cor. 25 & 30

Power Line

RANCH

TRACTS

ONE R/W

T. 39
KLA

O.C.E. connection released under Agt. 87546-1937

LA VERNE (Formerly 37th Ave.) AVE.

34+10.1 - Angle Point COUNTY ROAD

0°07' Lt.

10-31-39 - Isaac V. Robertson et al, owners of Lot 8 of Block 4 in First Add. to Altamont Acres, release G.N. Ry. Co. from claims for damages on account of construction of track on First St. A.R. No. 1261.

Grade Crossi
Public Utili
Sept. 9, 1

O.C.D. From
in Nw SE 1/4

46

ALTAMONT DRIVE

AUSTIN ST.

WASHOE

RECEIVED
MAY 9 1961
FOR FILING

51P-1:77

G 71-

May 9, 1961

Oregon State Highway Commission

Gentlemen:

As you will probably recall, Klamath County has been negotiating with the Great Northern Railway Company for a considerable period of time in connection with the construction of a grade separation on Washburn Way southeasterly of Klamath Falls.

On January 29, 1960, a delegation from Klamath Falls appeared before you and requested financial assistance. No action was taken on the request at that time, it being suggested that the County seek funds from the Federal Government under the Defense Access Road program. Subsequently, the Great Northern Railway Company filed a petition with the Public Utility Commissioner re this crossing (the petition also included other matters) and a hearing was held on June 2[illegible], 1960. The Highway Commission was not a party to this matter as indicated by its answer to the Public Utility Commissioner on April 19, 1960.

An order was issued by the Public Utility Commissioner on October 21, 1960 ordering the separation construction, based at least to some extent upon statements of the Railway Company and the County that the separation was necessary and that financing had been arranged. Subsequent to the issuance of the order, the County's request for Defense Access Road funds was denied and this, in turn, led to a letter from the Klamath County Court dated March 1, 1961, the "meat" of which is contained in the following quote:

> Our request is that the State of Oregon assist in the cost of the construction of the required structure in the amount that exceeds $200,000.00 and for the type of structure that is deemed proper by the Highway Department.

The County's letter, in effect, is a request for approximately $90,000 of State funds to assist in the construction of the separation.

There has been some talk in discussing this matter with the Klamath County Court of an exchange of roads that would place this separation on the highway system. I would not recommend that the Commission exchange roads with the County, as our present secondary in that area is quite adequate and the exchange would only lead to demands for substantial sums of money for constructing the separation and other needed improvements on the newly acquired route, which funds are not available at this time.

I further recommend, again for lack of funds, that the County's request for participation in the cost of the separation on Washburn Way be denied. The need for secondary projects for Division IV far outruns the available funds; hence my recommendation.

This matter will be on the agenda for your consideration at the May 26 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Victor D. Wolfe
FC:fn ms

FORM E-123-X 50M 1-61

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

KENNETH N. FRIDLEY, MEMBER
WASCO

GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
May 3, 1961

Mr. J. R. Kalinoski
County Engineer
Court House
Klamath Falls, Oregon

Dear Mr. Kalinoski:

Reference is made to your letter of April 28 requesting certain information pertaining to:

(1) The overpass of the Great Northern Railroad on Washburn Way

(2) Improvement of the Diamond Lake Highway from The Dalles-California Highway westerly approximately fourteen miles

(3) A study of rerouting of the Klamath Lake Secondary Highway via the Orindale Draw route

I am happy to advise you that Mr. Forrest Cooper, Deputy State Highway Engineer, will be meeting with the Klamath County Court in Klamath Falls in the very near future and will answer your questions at that time.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED BY VICTOR D. WOLFE
Victor D. Wolfe
Administrative Assistant

Klamath Falls

VDW:ms

cc Mr. W. C. Williams
Mr. Forrest Cooper

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

April 28, 1961

Mr. Victor Wolfe
Administrative Assistant
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

The Klamath County Court has directed me to write you concerning three areas of mutual concern with the Highway Department. For the purpose of clarity I will discuss each matter independently in this letter.

You are aware of the fact that Klamath County has made a request to the Highway Commission for financial assistance for the construction of an over-pass above the Great Northern Railroad switching trackage on Washburn Way in the Klamath Falls area. This request was made by the Klamath County Court, over their signatures, some time ago and the letter of request asked that the Highway Commission consider the request at one of their meetings and acknowledge receipt of the request. As of this date the Court has not received acknowledgement of the request, and to the best of their knowledge the matter has not been considered by the Commission. The County Court would therefore like to request that this matter be placed on the agenda of the next Highway Commission meeting, and that a letter be directed from the Highway Commission to the Klamath County Court acknowledging receipt of the original request, and indicating whether or not it will be possible to consider this matter at the next Highway Commission meeting.

The Klamath County Court is also interested in the proposed improvement of the Diamond Lake Highway from The Dalles-California Highway westerly, approximately fourteen (14) miles. It is our understanding that Forest Highway funds have been appropriated for this improvement, and the county would like to know if, and when, this highway improvement is scheduled for bid letting.

I believe you are aware of the fact that there is a great deal of local interest in the possibility of constructing a highway from the Weed-Ashland Junction, in a northwesterly direction, to intersect the Lake of the Woods Highway near the Gary Ranch. This proposed road has been referred to in the past as the Orindale Draw Road. We are aware of the fact that the Highway

Mr. Victor Wolfe
Administrative Assistant
Oregon State Highway Department
Salem, Oregon

April 28, 1961

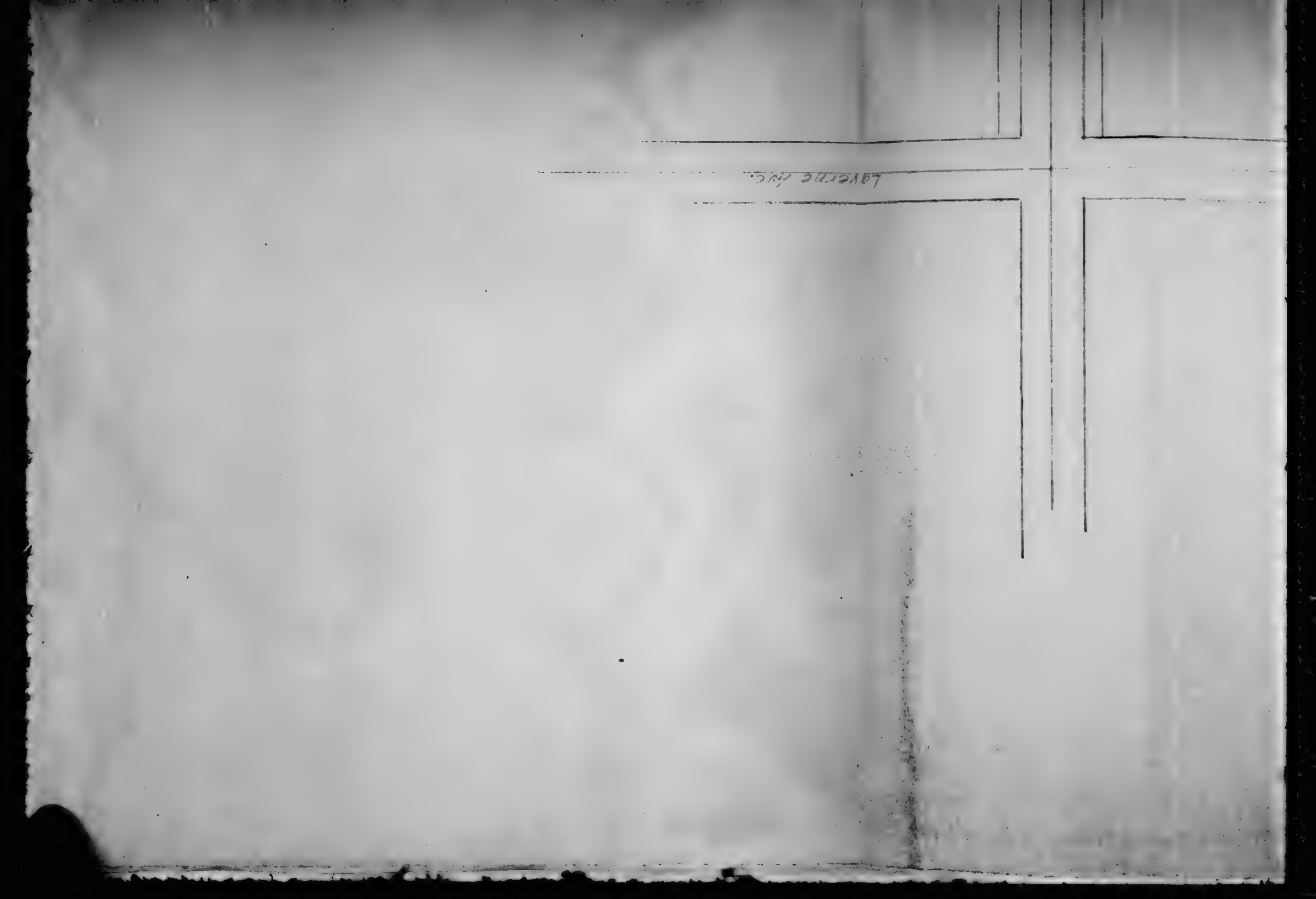
Department is making a study to determine the feasability of this highway construction, and the County Court would like to know the status of this feasability study at this time.

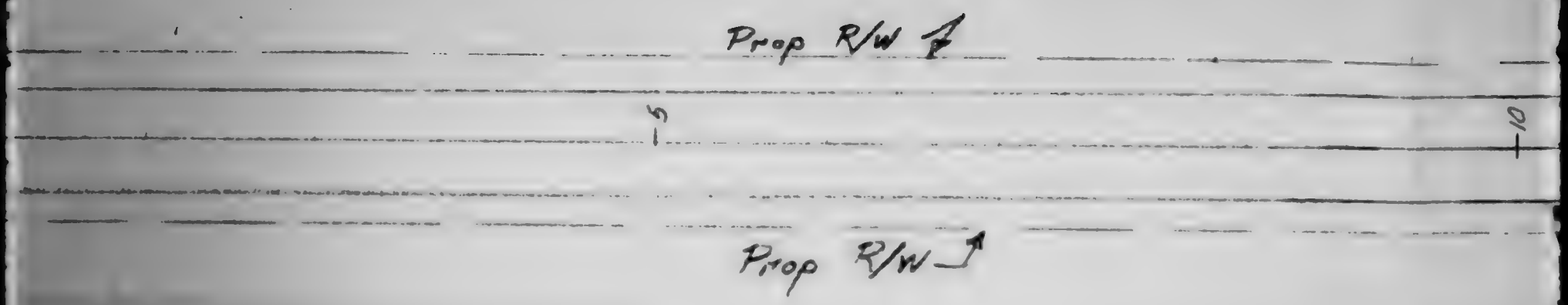
The county would be appreciative if you would give these matters your attention at your earliest convenience in order that we might know the status of these projects. If you wish, you may direct your answer personally to me and I will forward the information to the Klamath County Commissioners. Thank you for this service.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl


Laverne Ave.


Prop R/W
5
10
Prop R/W

Bristol Ave.

Prop. R/W ℄

100

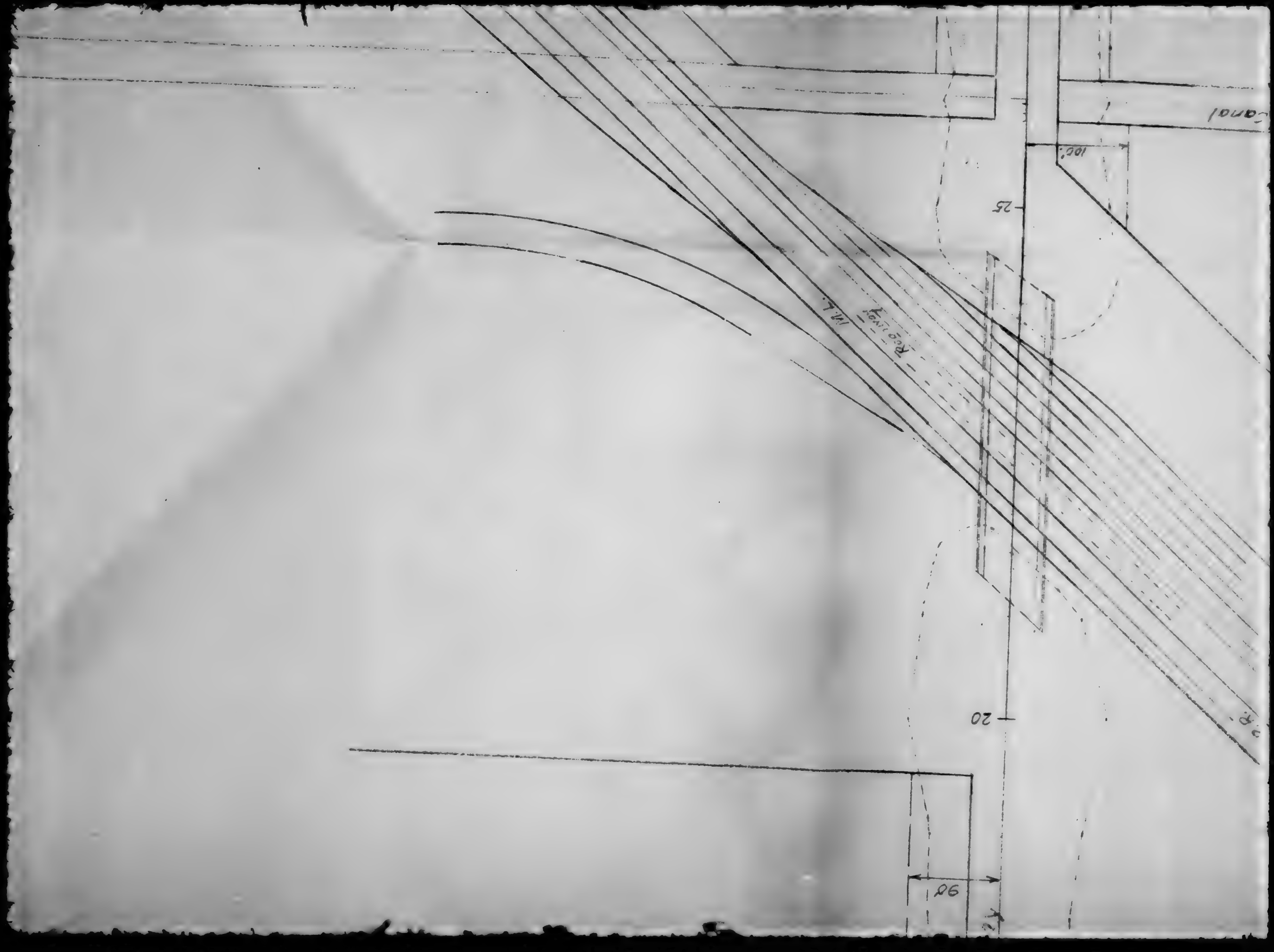
90'

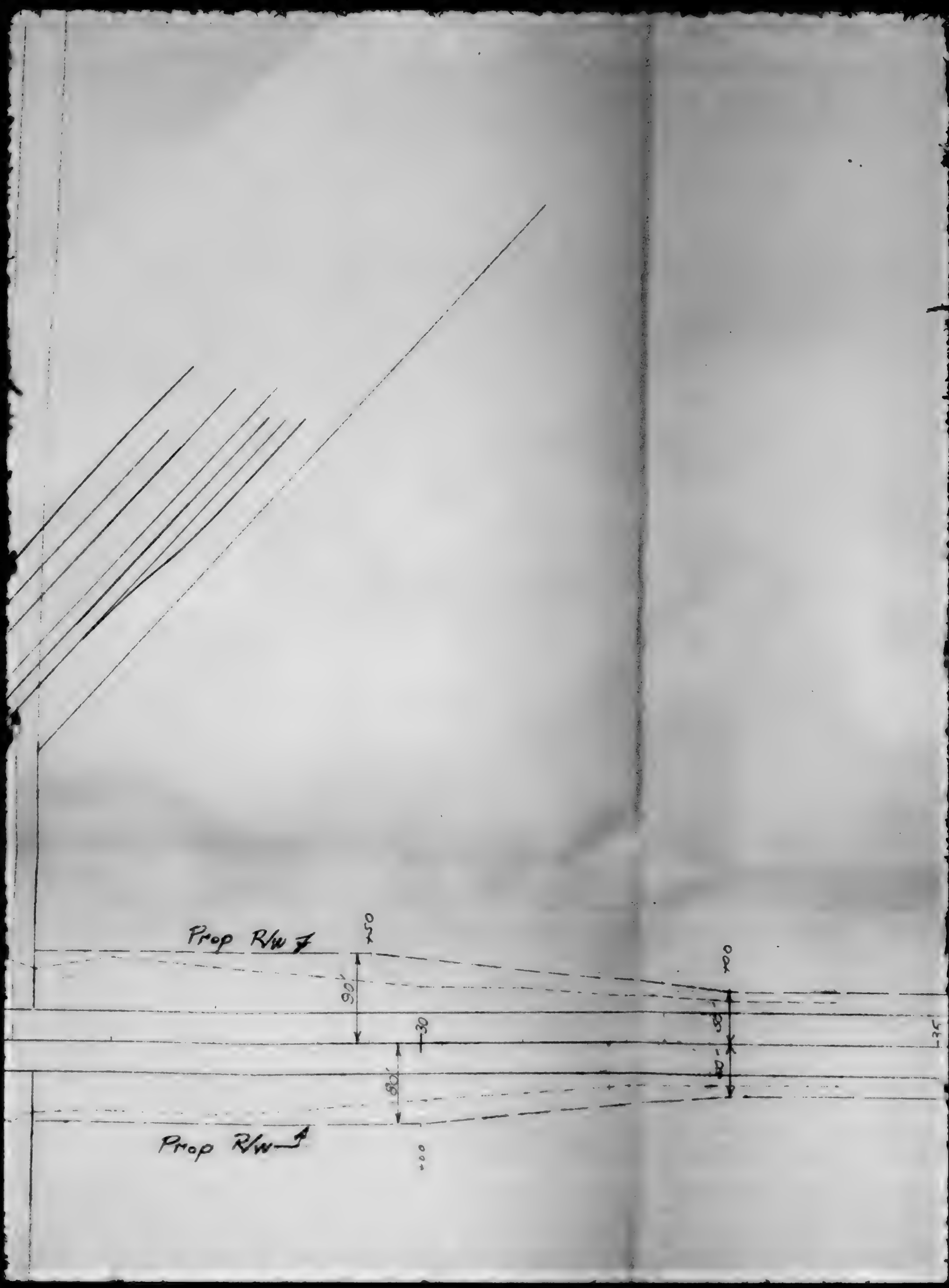
50'

10

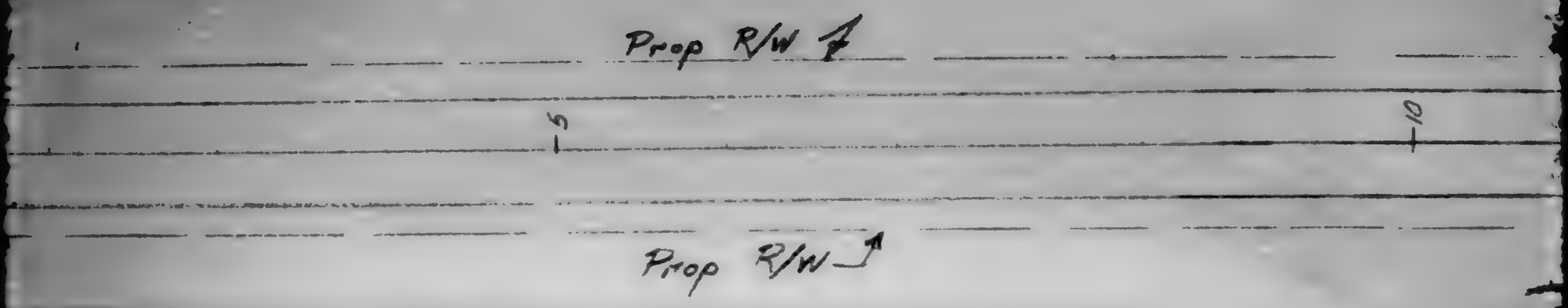
15

Washburn Way


100'
25
20
90'


Prop R/W
+50
90'
30
80'
Prop R/W
+00
+00
30'
25'

Anderson Ave.

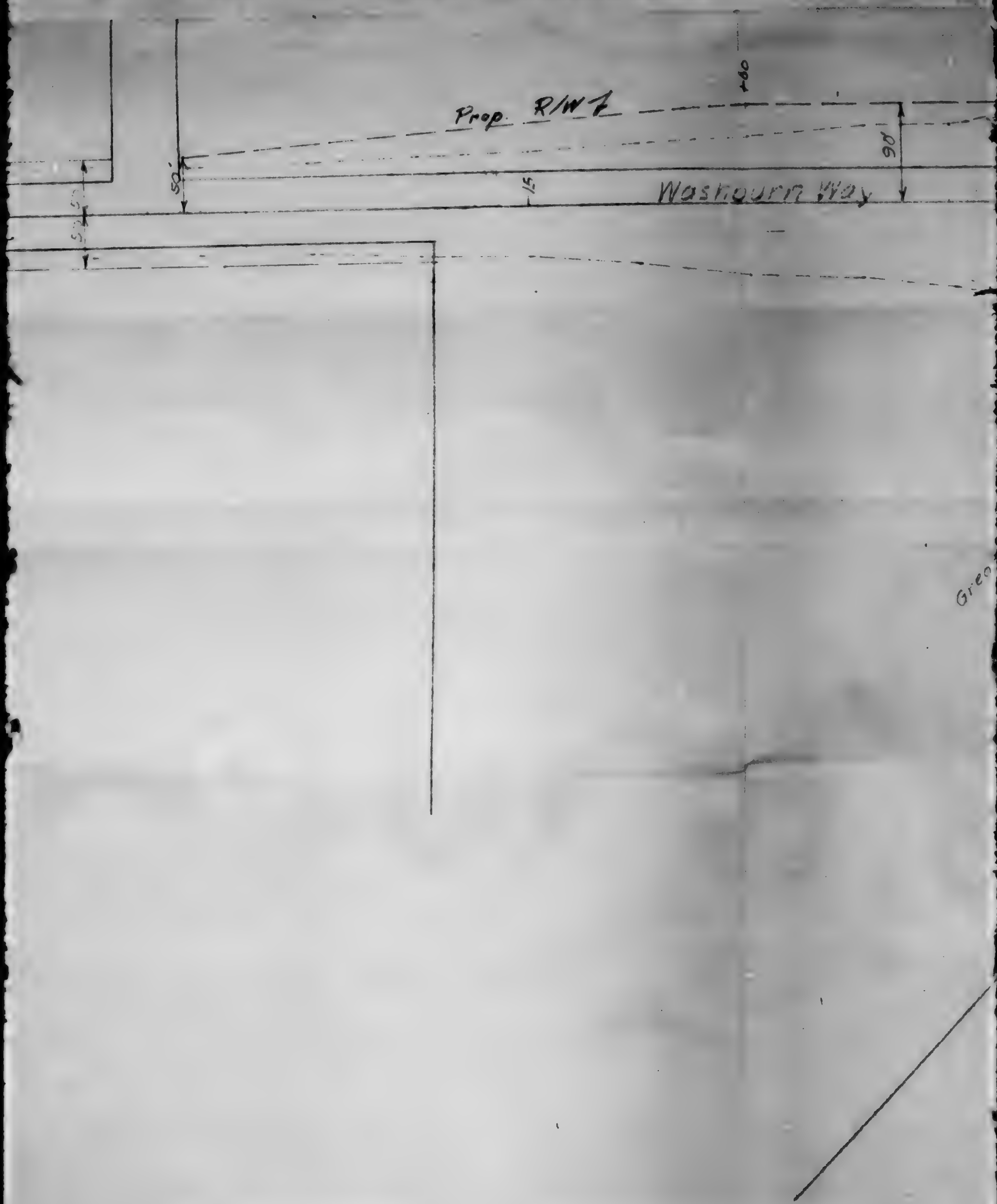


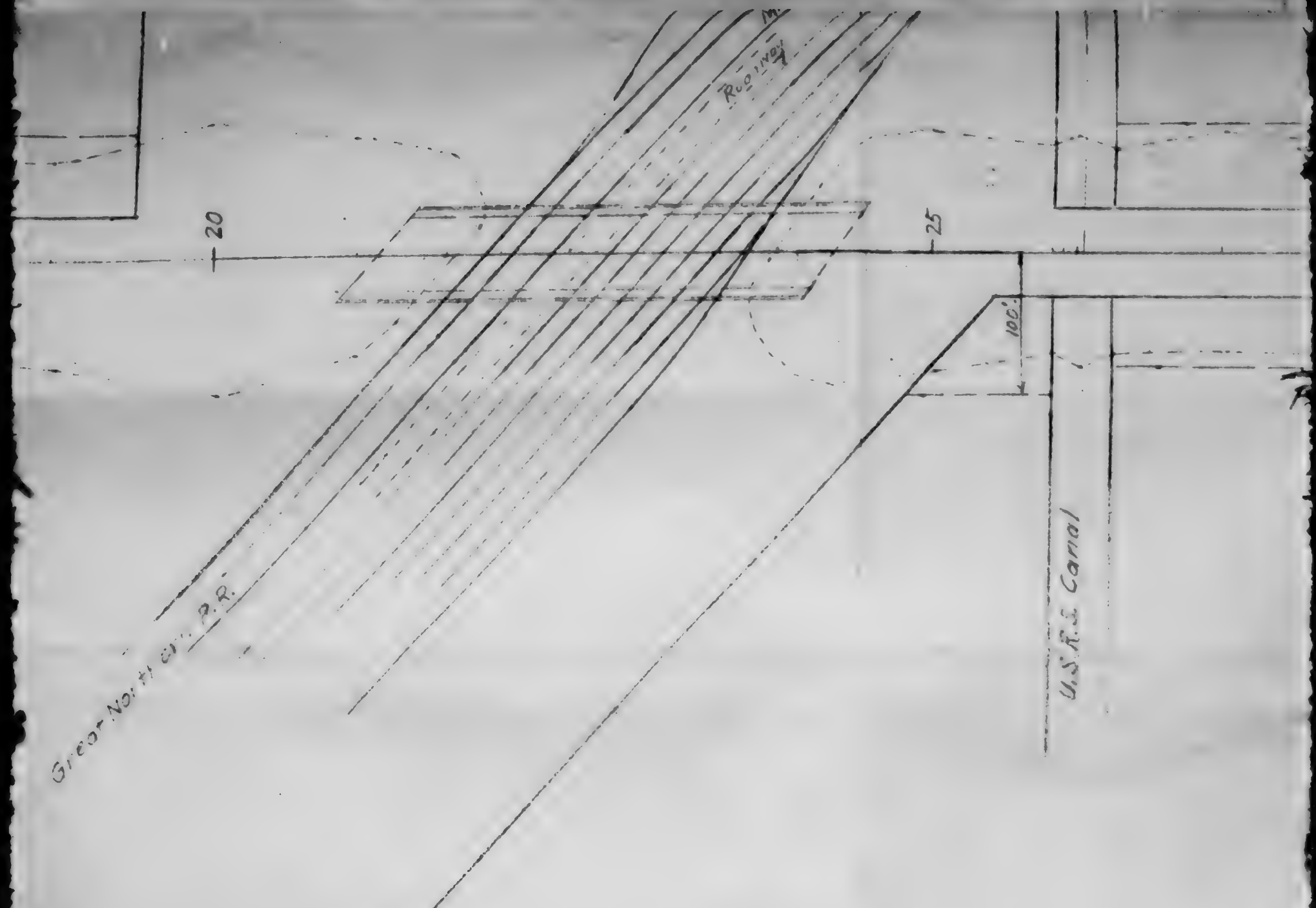
WASHBURN WAY

Laverne Ave. To Anderson Ave.

Klamath Falls

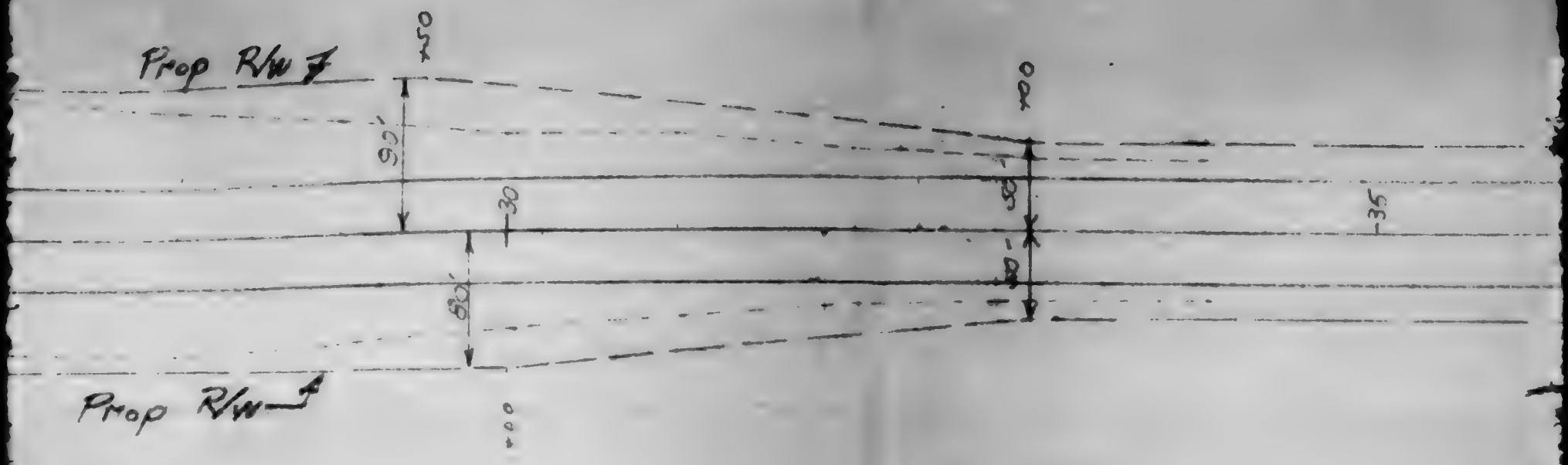
Scale:- 1"=100' July 22, 1960


Prop. R/W L
40'
90'
50'
15
Washburn Way

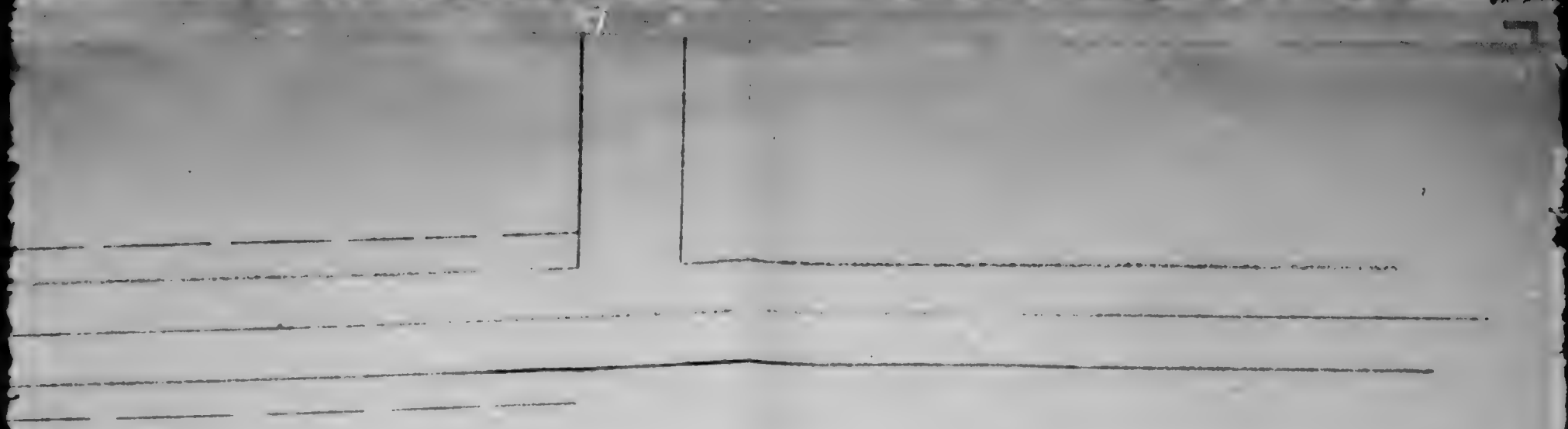


ESTIMATE

	2 Lanes	Widen To 4 Lanes	Tot
Grade & Pave	125,000	51,000	176,0
Structure	170,600	154,700	325,3
Total	$295,600	$205,700	$501,3



Total	4 Lanes
176,000	171,500
325,300	244,400
501,300	$415,900



OREGON STATE HIGHWAY DEPARTMENT

KLAMATH FALLS TO CAL. STATE LINE

THE DALLES - CALIFORNIA HIGHWAY

KLAMATH COUNTY

Scale: 1"= 2000'

Mar., 1944

DRG. No. 6B-11-9

To Olene

CANAL

KLAMATH FALLS - LAKEVIEW HIGHWAY

HWY. 420

IRRIGATION

O.C. & E. R.R.

6,000 ADT

5750 ADT

GREAT NORTH

Lake Ewauna

Cemetery

35

34

4

5

9

10

KLAMATH FALLS

AIRPORT

Close

NORTHERN

CENTRAL PACIFIC (S.P.)

GREAT

MIDLAND

Jarvis Lake

CANAL

DIVERSION

600 ALT HIGHWAY

HWY. 420

Texum

LOST RIVER

DIKE

1980 ALT

14

15

16

17

18

19

20

21

22

28

29

8

9E.

U.S. MEANDER LINE

7

8

9

6

5

4

Midland

300'

U.S. MEANDER LINE

LOWER KLAMATH

31

HIGHWAY

32

33

34

30

25

route.

STRAIT

KLAMATH

Apy

QUARRY SITE IR-1-229

SOUTHERN PACIFIC CO.

U.S. MEANDER LINE

25
30
29
28
24
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18
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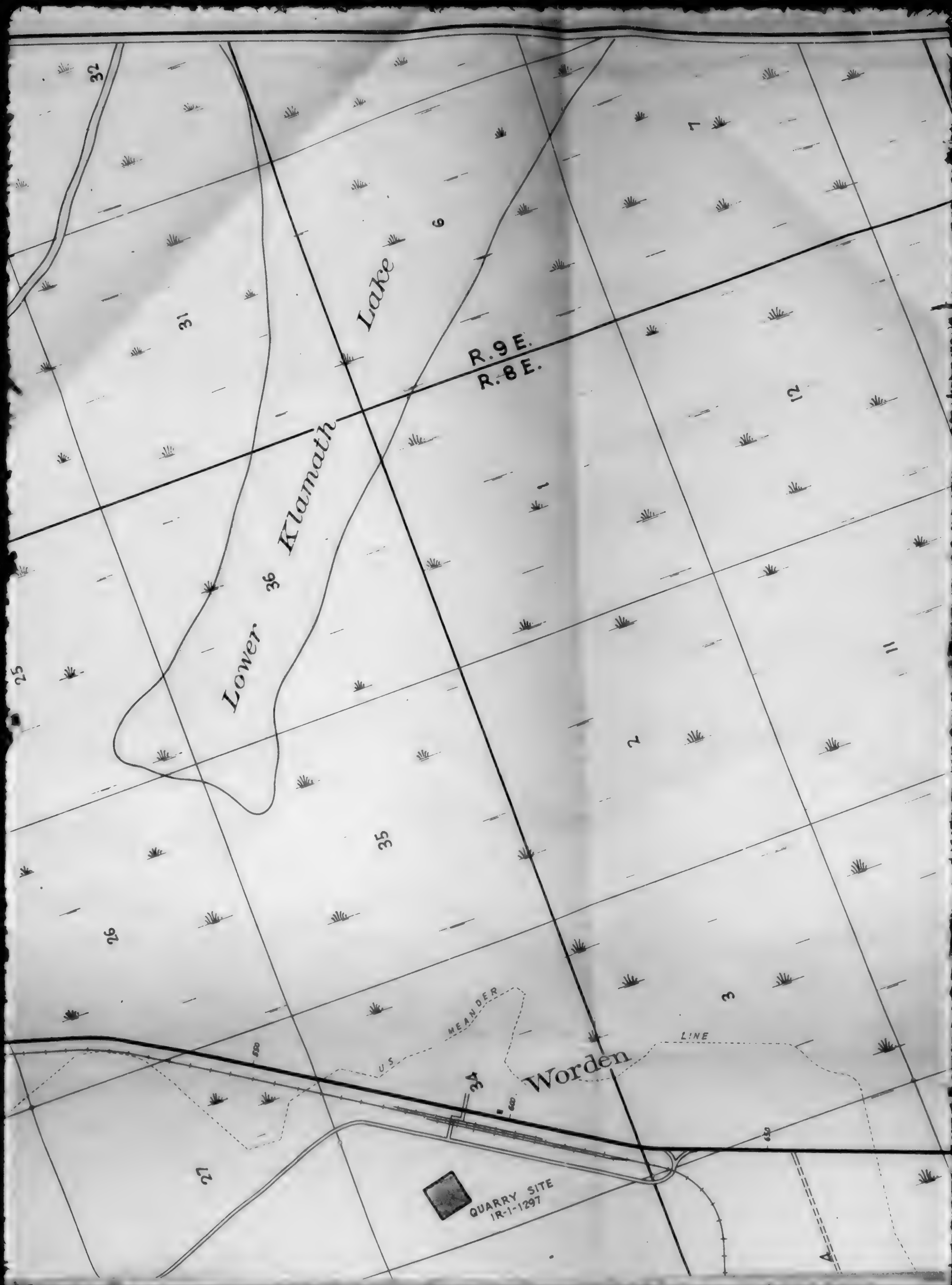
14
11
7


32
31
Klamath Lake
6
1
R.9E.
R.8E.
12
36
Lower
25
35
2
11
26
3
MEANDER
U.S.
LINE
34
Worden
27
QUARRY SITE
1R-1-1297
4

CALIFORNIA

NEVADA

To Wood's

Worden

LINE

SITE

Lake Ew

Cemetery

Link River

KENO CANAL

City Limits

KLAMATH FALLS

HWY.

KLAMATH LAKE

Upper Klamath Lake

To Fort Klamath

T. 38 S.
T. 39 S.

5
6
36
35
26

R.9E.
R.8E.

GREEN SPRINGS

QUARRY SITE
1R-1-1387

QUARRY SITE
1R-2-1289

DIKE

18

19

24

13

14

15

10

11

12

23

8

7

6

5

4

3

2

1

To Ashland
21
28
22
33
27
HIGHWAY
23
34
T. 39 S.
T. 40 S.
3
26
KLAMATH
35
25
36
U.S. MEANDER LINE
Midland

SOUTHERN PACIFIC Co.

Ady

QUARRY SITE IR-1-1296

RIVER

12 11 14 13 18 19 20 21 22 23 24

1 2 3 10 15 16 17

4 5 6 7 8 9

T.40 S.
T.41 S.

Worden

QUARRY SITE
IR-1-1297

MEANDER LINE

3
4
33
32
31
34
30
29
28
27
21
20
19

To Weed

763+72.3
2143+33.4

CINDER PIT
1R-1-1341

R. 8 E.
R. 7 E.

T. 40 S.
T. 41 S.

LINE

Irden

RECEIVED
APR 19 1961

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1961

SUBJECT: Railroad Grade Separation
Washburn Way
Klamath Falls

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

In line with your letter of March 3, 1961, I am attaching a sketch map showing in solid red our Midland Secondary Highway and in dashed red the revised location of the Midland Highway if we make the exchange as requested by the County. Also attached is a print of a proposed overcrossing the Great Northern Railroad yards on Washburn Way, with costs for two-lane construction at present, the additional cost to widen to four lanes in the future and the cost of four-lane initial construction. This would show an estimated savings of approximately $86,000 in constructing the four lanes initially over the cost of constructing two lanes and eventually widening to four lanes.

You will note on the sketch map, a traffic count of 6,000 ADT 1980 as shown in red at the proposed overcrossing. This is on the basis that we would route the Midland Highway traffic over this overcrossing. If our Midland Highway remains in its present location, traffic on Washburn Way is estimated at 5,750 ADT 1980 or a difference of only 250 cars per day due to the change of the route.

If we make the exchange recommended by the County, there would be an initial expense to us of $95,000 for the construction of the overpass structure assuming that the County will contribute their $100,000 and that the Great Northern Railroad Company contributes their $100,000. We would also be required to improve the existing road from Washburn Way to Midland Highway that now goes through Section 21. This is presently a light oil surface 18 feet in width.

With the development of the Great Northern Railroad Company's yards, there will undoubtedly be increased switching across the present Midland Highway and something may have to be done at this point in the future, but with the traffic remaining on this route, some agency would probably be faced with work at the present crossing even if we changed our highway route.

Bring up in May 62

In view of the foregoing, it would be my recommendation that we do not make an exchange of highways with the County and that we recommend that the proposed overcrossing on Washburn Way be constructed for two lanes initially.

DJB:fp
Enc.

Tom Edwards
Construction Engineer

March 9, 1961

782
312

Mr. Glenn L. Jackson, Member
Oregon State Highway Commission
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

You recently asked me to give you a brief resume on the money available under current programs at Klamath Falls. The total amount is $1,219,000 made up of the following items:

Program VII - Primary Funds	$765,000
1960-61 Urban Funds	300,000
Reserve Funds	~~54,000~~ 20,000

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

783
380
1165

FC:fn

cc Mr. W. C. Williams
Mr. R. L. Parker

4-F

RECEIVED
MAR 24 1961
FOR FILING

Salem, Oregon
March 3, 1961

Railroad Grade Separation
Klamath Falls

Mr. Tom Edwards
Construction Engineer
O F F I C E

I am handing you a copy of a letter from the Klamath County Court which refers to the construction of a railroad grade separation on Washburn Way at the crossing of the Great Northern Railroad southeasterly of Klamath Falls.

Will you please submit to me all the available data that we have with respect to traffic, costs of a two-lane and a four-lane structure, and a sketch map showing the routes of the county and state secondaries in the area; also an opinion as to the feasibility of abandoning the state secondary to the County and working out some kind of a connection southerly of the Great Northern Railroad crossing. I would like any other information which you have that would help in analyzing this matter.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Encl.
cc Mr. W. C. Williams
Mr. Victor D. Wolfe

KLAMATH COUNTY COURT

Court House
KLAMATH FALLS, OREGON

March 1, 1961

W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Klamath County has been informed that Defense Access Road funds will not be available to assist in the construction of grade separation structure on Washburn Way at the Great Northern Railroad switching track crossing in Klamath Falls. The purpose of this letter is to request assistance from the State of Oregon to finance this project.

It is our belief that the structure should be constructed to include four lanes of traffic or to construct a sub-structure sufficiently wide to accommodate four lanes and super impose upon the structure two lanes at this time to minimize the cost of widening to four lanes at some future date. Klamath County is firm in its conviction that it would be a mistake to construct a two lane structure at this time since it would be a major item to widen the structure at some future date. We would refer you to your letter of August 24, 1960 addressed to our County Engineer which apparently verifies this fact. At the present time, Klamath County is acquiring the necessary right-of-way so that a four lane structure and approaches to the structure may be constructed either now or in the future.

We believe that consideration should be given to a four lane structure for the following reasons:

a. The present and projected volume, based on actual traffic counts and origin destination studies.

b. The continued activation and expansion of Kingsley Field and the resulting traffic generated by this activity.

c. Roadside development along Washburn Way is at the present time relatively insignificant and the development

of this area will generate a considerable amount of traffic in this area.

d. Klamath County plans to construct a bridge across the Klamath Irrigation District A Canal connecting Alameda Street at the present time and the East Side By-Pass at some future date with this area. This structure will also add to the traffic of this over-crossing.

Klamath County has obligated $100,000.00 of County Federal Aid Secondary funds to be used on this structure and the Great Northern Railroad has agreed to also contribute $100,000.00 towards the cost of the construction of the overcrossing. Our request is that the State of Oregon assist in the cost of the construction of the required structure in the amount that exceeds $200,000.00 and for the type of structure that is deemed proper by the Highway Department. We would be appreciative if you would bring this matter to the attention of Highway Commission at its meeting on March 10, 1961 and direct a reply to us at your earliest convenience.

Very truly yours,

KLAMATH COUNTY COURT

L R Walker
County Judge

Frank L Gamong
Commissioner

E. K. Adkins
Commissioner

RECEIVED
MAR 2 1961

RECEIVED
FEB 14 1961
FOR FILING
511-1077
6277

When replying, refer to:
08-35.2-MR

408 State Highway Building
Salem, Oregon

February 2, 1961

Mr. J. R. Kalinoski
County Engineer
Klamath County Road Department
Court House
Klamath Falls, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Kalinoski:

Our letter of December 22, 1960 advised you on progress regarding the evaluation of defense access-road needs of Kingsley Field Air Force Base. Our Washington office has not requested that a final report be prepared but has advised the Chief of Transportation, Department of the Army as follows:

"The problem in this area stems from the fact that the Oregon Public Utilities Commission has ordered Klamath County to begin the construction of a separation structure at the crossing of the Great Northern Railway on Washburn Way, FAS Route 434, within three years.

Our evaluation shows that even if both existing gates on Fairchild and Arnold Avenues were to be closed and a new gate established on Joe Wright Road, no revision in design of the separation structure would be necessary to accommodate the traffic on Washburn Way. Under these circumstances there is no justification for use of any defense access-road funds.

The project separating the grades should be financed with regular funds under control of the State or county. Federal aid and matching funds may be used if the State so wishes."

It appears that a two-lane structure, rather than a four-lane structure as suggested by your office, will be adequate for a number of years.

Very truly yours,

RECEIVED
FEB 3 1961
STATE HIGHWAY ENGINEER

C. G. Polk
Division Engineer

By:

D. M. Emrich
Acting Division Engineer

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 19, 1961

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

Mr. C. E. Jaqua, Railroad and Grade Crossing Engineer, called me relative to your inquiry regarding federal aid in the cost of installing railroad signals at a grade crossing on Summers Lane. Federal aid is available only on roads or highways which are on a federal-aid route and Summers Lane is not on the federal-aid system; therefore no federal funds would be available for this installation.

As per your request, I have checked with the division office of the Bureau of Public Roads regarding their report on the railroad crossing structure on Washburn Way (FAS 434), and the only information I can give you is that this report has been submitted to their regional office.

I have again checked with Mr. Merchant, Bridge Engineer, regarding commencement of work on the K.I.D. Canal bridge on FAS 686. Mr. Merchant has been informed by a representative of the contractor that they plan to start work on this structure within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:am

cc: G. S. Paxson
C. E. Jaqua
Ivan Merchant
V. D. Wolfe

RECEIVED
SP-1077
1077

When replying, refer to:
08-35.2-DR

408 State Highway Building
Salem, Oregon

December 22, 1960

Mr. J. R. Kalinoski
County Engineer
Klamath County Road Department
Court House
Klamath Falls, Oregon

Dear Mr. Kalinoski:

Your letter of November 28, 1960 commented on the traffic data as developed in connection with a proposed grade separation on Washburn Way over the Great Northern switching track crossing near Klamath Falls. The proposed improvement is under consideration for partial defense access-road financing.

My office has prepared an initial report covering our preliminary evaluations of the project. In accordance with normal procedures, the report has been transmitted to our Regional office for the addition of their comments and recommendations and then will be forwarded to our Washington office. After our Washington office reviews the report, they will inform me if the proposed improvement and method of financing are satisfactory. My office must then make such revisions in the initial report as may be necessary to make it suitable for referral by our Washington office to the Department of Defense as a final report for certification. Under these circumstances I cannot advise you as to the contents of my preliminary report at the present time.

Normally, our Washington office's advice is received from two to four weeks after submission of the initial report. If they consider that the project might be eligible for partial defense access-road financing, since your Federal-aid secondary funds also are to be used, the State Highway Department must prepare the necessary program documents to be submitted along with my final report. Of course, the Highway Department must receive your concurrence prior to such an action and you will then be advised as to the Bureau of

NOTED
V.E. WOLFE
FILED
FOREST COOPER

Public Roads' views on the project. Unfortunately even though your Federal-aid secondary funds must be "earmarked" prior to the Department of Defense's certification, the involved budgeting procedures of defense agencies frequently result in long delays between the date of certification and the availability of funds for construction.

Your cooperation in furnishing information required for our preliminary evaluation of the Washburn Way railroad-highway grade separation project is appreciated.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED

FORM E-189-X 7SM 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
December 14, 1960

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Mr. J. R. Kalinoski, County Engineer
Klamath County Courthouse
Klamath Falls, Oregon

NOTED
R. [illegible]

Dear Mr. Kalinoski:

Reference is made to your letter of December 12 concerning the actions of Klamath County in acquiring additional right of way for State Highway No. 420 and County Road No. 875, commonly known as Washburn Way in Klamath Falls.

While the necessity to four-lane this facility is undoubtedly some considerable years in the future, I feel Klamath County should be commended on its action to acquire the necessary rights of way for the four-laning while these rights of way can be acquired for a nominal sum.

Undoubtedly, a considerable sum of public funds could have been saved over the past years had other public agencies been in a position to take this same approach.

Very truly yours,

W. C. Williams
State Highway Engineer

By

ORIGINAL SIGNED BY VICTOR D. WOLFE

Victor D. Wolfe
Administrative Assistant

VDWjms

cc: W. C. Williams
Forrest Cooper
C. G. Swenson
Dean Swift

NOTED
JOHN D. GRAHAM

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

December 12, 1960

Mr. Victor Wolfe
Administrative Assistant
Oregon State Highway Department
Salem, Oregon

Dear Vic:

Reference is made to your telephone call this morning, concerning the actions of Klamath County in acquiring additional right-of-way for State Highway Number 420 and County Road Number 875, commonly known as Washburn Way in Klamath Falls. This highway will be the main route into Kingsley Field from the South Suburban area in Klamath Falls, and is now platted to a right-of-way width of 60 feet.

The County feels that someday in the future this particular road will be sufficiently traveled to warrant a paved surface area of four lanes of traffic. Since the area surrounding the road is relatively undeveloped, the County has felt it would be expeditious to acquire the right-of-way at this time prior to any major build-up in the area. Hence, we are in the process of acquiring additional right-of-way twenty feet in width on either side of the present platted right-of-way in order to have a resulting right-of-way width of one0hundred feet in every case except where the overpass is to be constructed above the Great Northern Railroad switching tracks. In this latter instance the right-of-way will be sufficiently wide to accommodate the earth fill approaches for the structure and will be in accordance with the requirements set forth by your Bridge Department.

I can not at this time tell you who in the Highway Department was familiar with these actions insofar as the State Highway location is concerned. The negotiations began prior to my appointment with Klamath County and there is nothing of record to indicate the Highway Department was fully aware of the County's desires. However, it appears that the County has assumed that the State Highway Department would approve of this and it appears that at least two members of the Highway Commission were aware of the necessity for a widened right-of-way and the County has assumed that

Cont'd

the Highway Department would require the County to obtain the right-of-way both along side the County Road and the State Highway.

I hope this amply clarifies the situation and if it does not I will be most happy to confer with you or any other members of the Highway Department at your leisure.

Very truly yours,

J. R. KALINOSKI
County Engineer

JRK/be

OREGON STATE HIGHWAY DEPARTMENT

KLAMATH FALLS TO CAL. STATE LINE

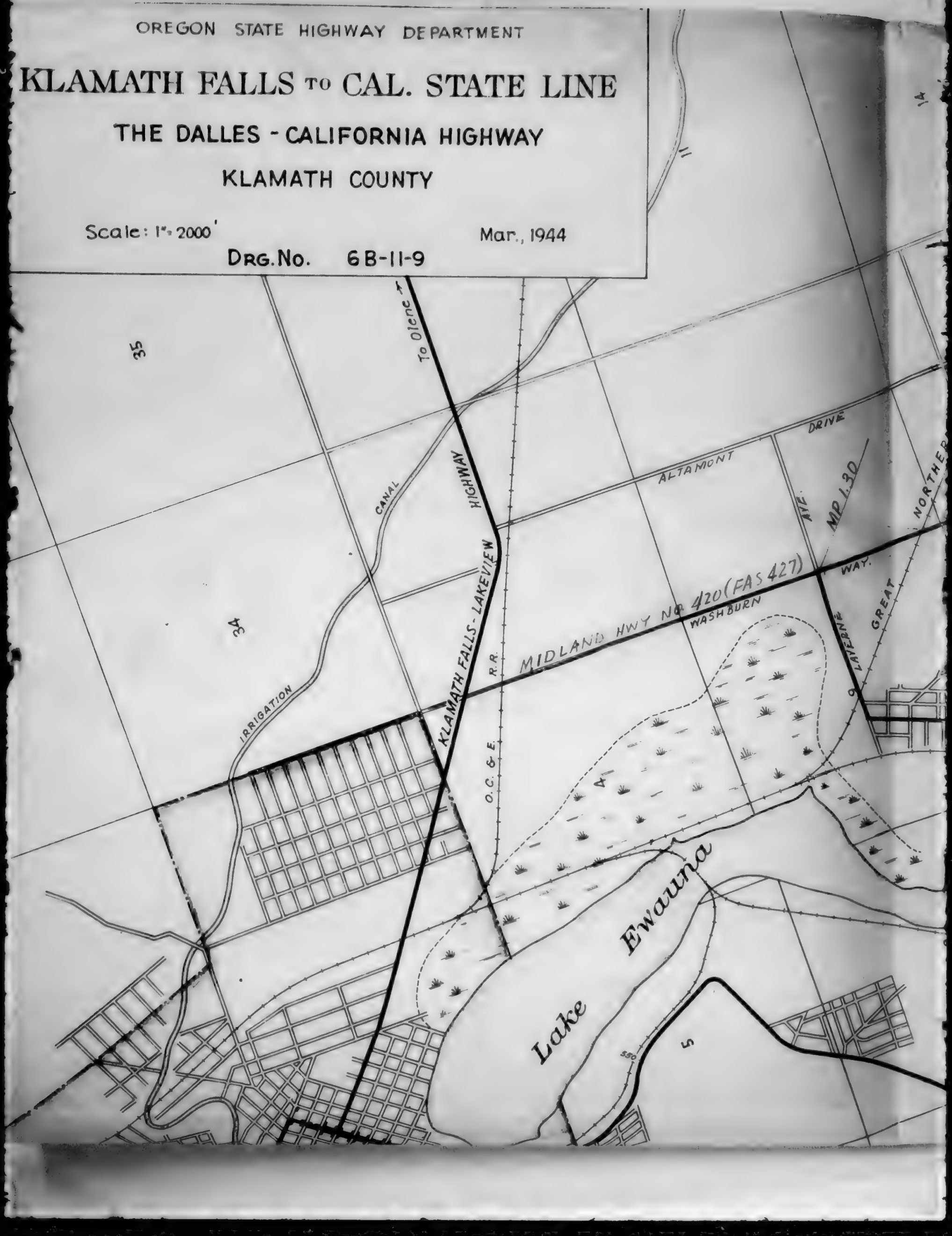
THE DALLES - CALIFORNIA HIGHWAY

KLAMATH COUNTY

Scale: 1" = 2000'

Mar., 1944

DRG. No. 6B-11-9



KLAMATH FALLS AIRPORT

SPRING LAKE ROAD

NORTHERN CENTRAL PACIFIC (S.P.)

COUNTY ROAD (FAS 434)

GREAT NORTHERN

MIDLAND

Jarvis Lake

HIGHWAY

CANAL

JOE WRIGHT DIVERSION

MIDLAND HWY. 420 (FAS 427)

Texum

LOST RIVER

DIKE

14 15 16 17 18 19 20 21 22 27 28 29 34

U.S. MEANDER LINE

LOWER KLAMATH HWY No. 223 (FAS 428)

Midland

U.S. MEANDER LINE

OLD MIDLAND ROAD

~~LOWER KLAMATH~~ ~~HIGHWAY~~

FALCON HEIGHTS

7 8 9 6 5 4 31 32 33 34 35 36

300 250 200

KLAMATH FALLS
City Limits
HWY.
KENO
Link
River
CANAL
Cemetery
Lake Ewauna
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T. 39 S.
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34
O.C. & E.
R.R.
KLAMATH FALLS - LAKEVIEW
IRRIGATION
LAVERNE
GREAT
WAY
WASHBURN

MIDLAND
Jarvis
Lake
CANAL
DIVERSION
HIGHWAY
MIDLAND HWY
Texum
LOST
RIVER
DIKE
R.9E.
R.8E.
GREEN SPRINGS
QUARRY SITE
1R-1-1387
KLA
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T. 39 S.
T. 40 S.
U.S. MEANDER LINE
Midland
LOWER KLAMATH OLD MIDLAND
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JUL 30 1960
FOR PUBLIC
ROAD
7/30/1977
Dec 17

November 25, 1960

Mr. J. R. Kalinoski, County Engineer
Klamath County Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

Reference is made to our telephone conversation of November 21 in which certain allegations were made concerning two of our people contacting Mr. G. S. Vergeer, City Manager of Klamath Falls, and Mr. Earl Allison, Commissioner elect, pertaining to the proposed county project of a separation structure on Washburn Way.

We have investigated this matter, having discussed it with Mr. Harold Ayers, who admits talking to Mr. Vergeer, and Mr. H. S. Cox, who readily admits talking to Mr. Earl Allison. In the case of Mr. Ayers, according to his version, the question was raised by Mr. Vergeer as to whether or not there might be a less expensive approach to this problem. Mr. Ayers indicated that he replied to Mr. Vergeer to the effect that looking at a map it appeared possible to move the proposed separation some two or three blocks eastward to Altamont Drive where it would not be necessary to separate with so many tracks. He advises us, however, that he was very outspoken in his statements to the effect that he had not studied this and that this was only a possibility which he indicated might or might not have been checked into.

In the case of Mr. Cox's discussion with Mr. Allison, he suggested informally to Mr. Allison that he might speak to the County Engineer and ask him if he had investigated the feasibility or possibility of the separation being at Altamont Drive for the same reason. Both men assure us that they were not making this recommendation but were discussing it more or less from a layman's viewpoint.

Unfortunately, it is impossible for a representative of the Highway Department to remove his cloak of Highway Department responsibility and anything he says indicates or can be construed to indicate that this statement may be the belief of the Highway Department officials.

This is a problem, as you know, for which the Highway Commission officially has felt the only policy was a complete 'hands off' approach

thereto since no Highway Department funds were involved. We have, of course, acted in a consulting capacity with your people on the proposed design of this structure.

The people involved and the writer have met with the Deputy State Highway Engineer and this problem has been discussed in detail.

We sincerely apologize for this, what amounts to, meddling in County problems and can simply indicate to you that we are hopeful that such will not happen again.

In conclusion, I sincerely hope that the pleasant relationships which have existed in the past few months since I have become acquainted with the Klamath County Court and yourself can continue in a not-strained atmosphere.

Sincerely yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:tm

cc: W. C. Williams
Forrest Cooper
G. S. Paxson
C. G. Swenson

RECEIVED

FORM E-183-E SOM E-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 23, 1960

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Sir:

On September 15, 1960 you requested that we make a traffic assignment on a proposed grade separation structure of the Great Northern Railroad tracks on Washburn Way south of Klamath Falls. Subsequent discussions with the personnel of the Bureau of Public Roads, the State Highway Department, and you, have indicated the desirability for conducting roadside interviews to assist in preparing traffic assignments. In addition to obtaining information on divertable traffic, it appeared desirable to obtain information on the portion of traffic connected with the military installation.

As a result of these discussions, you conducted during October roadside interviews at the railroad grade crossings on Johns Avenue, Altamont Drive, Washburn Way, and the Midland Highway. At all stations traffic was interviewed in both directions during the period 6 A.M. to 6 P.M. Traffic was interviewed one day only at each location.

Of particular importance in this study was the question "Is this trip connected at all with the military installation at Kingsley Field?". This question was asked in an attempt to determine the trips which would not have been made if the military installation at Kingsley Field did not exist. Trips where a lady took her husband to work at the military installation and then returned home were classed as military inspired because the trip would not have been made if the military installation were not there. All trips which were made because of the military installation at Kingsley Field and would not have been made if the base did not exist, were classed as "military inspired".

Upon completion of the field work, you summarized vehicular movements by origin-destination zones, and submitted them to the Highway Department for final analysis and completion of traffic assignments. These data have been analyzed under two conditions:

(1) With the Altamont Drive entrance to Kingsley Field closed
(2) With the Altamont Drive entrance to Kingsley Field left open.

In both cases a grade separation structure was considered constructed on the Washburn Way railroad grade crossing. The results of the analysis of the origin-destinations are as follows:

	1960 ADT Divertable to Washburn Way O'Xing from			
	Altamont Drive	Midland Highway	Johns Avenue	Total all Three Locations
With Altamont Drive Entr. to Kingsley Field closed.				
Total Trips	1,800	350	130	2,280
Military Trips	1,440	5	70	1,515
With Altamont Drive Entr. to Kingsley Field open				
Total Trips	860	350	-	1,210
Military Trips	670	5	-	675

Case I

	Total	Military Inspired
Existing 1960 ADT on Washburn Way at R. R. Xing	1,550	785
Divertable 1960 ADT with Altamont Dr. Entr. closed	2,280	1,515
Total 1960 ADT with Altamont Drive Entr. closed	3,830	2,300
Estimated 1965 ADT with Altamont Dr. Entr. closed	4,300	2,600
Estimated 1980 ADT with Altamont Dr. Entr. closed	5,750	3,450

Case II

Existing 1960 ADT on Washburn Way at R. R. Xing	1,550	785
Divertable 1960 ADT with Altamont Dr. Entr. open	1,210	675
Total 1960 ADT with Altamont Drive Entr. open	2,760	1,460
Estimated 1965 ADT with Altamont Drive Entr. open	3,100	1,650
Estimated 1980 ADT with Altamont Drive Entr. open	4,150	2,100

The expansion of the 1960 average daily traffic to 1965 and 1980 are based on normal growth in the area and do not anticipate any major expansion of military facilities at Kingsley Field.

We would be pleased to discuss these assignments in detail if you desire it. If we can be of further assistance in this project, please advise us.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RECEIVED
NOV 25 1960

cc: C. G. Polk
bc: G. S. Paxson
C. G. Swenson

RECEIVED
OCT 31 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1960

To:
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Dean Swift
Mr. S. P. Jones

SUBJECT:
Pux 369 - Washburn Way G-Xing
Pux 370 - Midland Sec. Hwy. G-Xing
Pux 368 - Anderson Ave. G-Xing
Great Northern Railway Co.
Klamath County

Herewith I hand you copy of Order No. 37388 issued by the Public Utility Commissioner under date of October 21, 1960, relative to the above-titled matters.

All three of the crossings involved are covered by the order, but the Midland Road Crossing is the only one in which the State has direct interest.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

RECEIVED

Order #37388

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-127
SXF-128
SXF-129

In the Matter of the Application of GREAT NORTHERN RAILWAY COMPANY for authority to construct four additional tracks at grade across a certain highway known as Washburn Way near Klamath Falls, Klamath County, Oregon, in the S.W. quarter of the S.W. quarter of Section 10, the S.E. quarter of S.E. quarter of Section 9, Township 39 South, Range 9 East of Willamette Meridian.

ORDER

- - - - - - - - - - - - - - - - - - -

In the Matter of the Application of GREAT NORTHERN RAILWAY COMPANY for authority to construct an additional track at grade across a certain highway known as Midland Road near Klamath Falls, Klamath County, Oregon, in S.W. quarter of N.E. quarter of Section 9 and N.W. quarter of S.E. quarter of Section 9, Township 39 South, Range 9 East of Willamette Meridian.

- - - - - - - - - - - - - - - - - - -

In the Matter of the Application of GREAT NORTHERN RAILWAY COMPANY for authority to construct four additional tracks at grade across a certain street known as Anderson Avenue near Klamath Falls, Klamath County, Oregon, in the N.E. quarter of the N.W. quarter and the S.E. quarter of the N.W. quarter of Section 15, Township 39 South, Range 9 East of Willamette Meridian.

- - - - - - - - - - - - - - - - - - -

The above entitled matters came on for hearing on June 28, 1960, at Klamath Falls, Oregon, before Lou Greenberg, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Richard Devers, Attorney
Portland, Oregon
In behalf of Great Northern Railway Company

Interested Parties:

J. W. Desouza, Assistant Counsel
Salem, Oregon
In behalf of Oregon State Highway Commission

J. R. Kalinoski, County Engineer
Klamath Falls, Oregon
In behalf of Klamath County

R. R. Walker, County Judge
Merrill, Oregon
In behalf of Klamath County

Frank F. Ganong, County Commissioner
Klamath Falls, Oregon
In behalf of Klamath County

For the Commissioner:

Norman F. Webb, Assistant Attorney General, Salem, Oregon
In behalf of the Public Utility Commissioner

On April 1, 1960, the Great Northern Railway Company, hereinafter referred to as Petitioner, filed three petitions, pursuant to the provisions of ORS Chapter 763 for authority to construct additional tracks at grade across three certain highways in Klamath County near Klamath Falls, Oregon, at points where there are

presently authorized grade crossings of said highways and the tracks of Petitioner.

The three highways are known as Washburn Way, Midland Road and Anderson Avenue, designated in the Commissioner's Catalog of Railroad Crossings in the State of Oregon as crossings 10B-1.0, 10B-0.3 and 10B-1.5, respectively. Each of the petitions recites that it is impossible or impracticable to construct the rail crossing above or below the grade of the highway in question because "the contour of the ground does not make a grade separation practicable in consideration of traffic and relatively unhazardous conditions existing".

The petition relating to Midland Road requests authority to construct one additional track. That relating to Anderson Avenue requests authority to construct four additional tracks, and the petition relating to Washburn Way, to construct five additional tracks and remove an existing one.

At the commencement of the hearing, on motion duly made and granted, an amended petition was substituted for the original petition relating to Washburn Way. The amended petition differs from the original in the respect that in the amended petition there is no recitation regarding the impossibility or impracticability of constructing a crossing above or below grade, but recites instead that Petitioner is cooperating with Klamath County, the Oregon State Highway Commission and the United States Air Force in planning and financing the construction of a highway overpass at the Washburn Way crossing; that Petitioner has agreed to assist Klamath County in financing the proposed overpass and will continue to cooperate with the county in expediting the matter; that promptly after the financing has been arranged an application will be filed with the Public Utility Commissioner for authority to construct the overpass; that because of the present urgent need for the proposed crossing it is not practical to defer the construction thereof pending the planning, financing and the construction of the proposed overpass. In all other respects the amended petition is identical with the original.

All the petitions recite that the consent in writing of Klamath County has been secured.

The answers of the Oregon State Highway Commission to the petitions relating to Washburn Way and Anderson Avenue allege that the crossings are not on highways under the jurisdiction of the State Highway Commission and that such Commission has no objection to the issuance of proper orders in the respective proceedings. As to Midland Road the answer of the Oregon State Highway Commission alleges that it has no objection to an order in accordance with the petition provided the order includes provision for continuance of traffic and the maintenance of watchmen, flagmen and adequate flares and signs for the protection of the public during progress of the work.

Thereafter the matters were set down for public hearing at the time and place aforementioned by notice dated June 2, 1960, sent to Petitioner and all interested parties.

At the hearing evidence was presented by Petitioner, Klamath County and the Commissioner, the hearing was conducted on a consolidated record and completed and the matters submitted for determination. Based upon said record it is found that:

Petitioner is a railroad, Klamath County is a public authority and Washburn Way, Midland Road and Anderson Avenue are highways, as defined in ORS 763. The construction of railroad tracks over said highways at grade or above or below grade or the alteration or construction of said highways over existing or proposed railroad tracks is within the discretion and authority of the Public Utility Commissioner of Oregon pursuant to the provisions of ORS 763.

Washburn Way, Midland Road and Anderson Avenue are adjacent county roads that cross Petitioner's right of way and tracks at its South Klamath Yard, which is a large freight yard situated about 2½ miles south of the City of Klamath Falls. The Yard was built in 1931 and

has been expanded several times to accommodate Petitioner's growing freight traffic. Petitioner's freight cars and those of connecting and cooperating railroads moving between the Los Angeles-San Francisco area and the Northwest over Petitioner's tracks, are classified and blocked according to ultimate destination at the South Klamath Yard and there assembled in long trains. Growing business and the need for more economic and efficient operation to meet severe competition from other freight carriers requires more tracks and longer trackage at the yard, which will permit faster and easier classifying of cars and assembling of trains. Grade conditions and track elevations which now interfere with efficient switching, classifying and assembling operations are also in need of alteration and improvement.

WASHBURN WAY

Of the three roads, Washburn Way is the most heavily traveled. An average of 2,171 motor vehicles passes over the Washburn Way crossing daily. Many of these vehicles carry residents of Klamath Falls to and from their daily jobs at Kingsley Field, an airforce installation. less than a mile south of the Yard, and carries residents of the installation to and from Klamath Falls, the nearest large shopping and entertainment area. Present plans call for the construction of additional housing just south of the airfield for increased airforce personnel and their families, the making of Washburn Way the main access to the airfield and its housing facilities, and the widening of Washburn Way from a two-lane to a four-lane highway to accommodate the additional traffic that is bound to result. An average of 151 trains pass over the crossing daily, four of which are through trains, the rest are switching movements.

The Washburn Way crossing and its proposed added tracks are located in the S.W. quarter of the S.W. quarter of Section 10, the S.E. quarter of the S.E. quarter of Section 9, Township 39 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon. The highway runs north-south. The railroad right of way and trackage cross the highway diagonally in a north-west to south-east direction. Presently, seven (pairs of) tracks cross the

highway. It is proposed to increase these to ten or eleven tracks by adding five tracks and removing one or possibly two tracks. The amended petition requests authority to remove one track. The testimony is that the present intention is to remove two tracks. If one is removed, when the construction is completed, eleven tracks will cross the highway. If two are removed, the highway will then be crossed by ten tracks. The petition is considered to have been amended to conform to the proof.

The speed of trains at the Washburn Way crossing does not exceed 10 mph. The speed of vehicles on Washburn Way is not locally restricted. The average speed of motor traffic approaching the crossing is about 40 mph.

The view of oncoming trains, when approaching the crossing on the highway, is presently not limited by obstructions adjacent to the tracks or roadway. From a point on Washburn Way 400 feet north from the main track the visibility west of the crossing is unobstructed for a distance of 1,700 feet and visibility east of the crossing is unobstructed for a distance of 2,000 feet measured along the main track. From a like distance south, an uninterrupted view westerly of 1,200 feet and easterly 2,400 feet is presently afforded. On both sides of the crossing, from points 50 feet from the nearest track, the view along the track in both directions is unlimited by physical obstructions outside of the track and roadway areas. These sight distances do not reflect actual visual conditions however, because they do not take into consideration the limitations to visibility created by trains or cars standing or moving closely adjacent to the roadway. These conditions will not be materially altered after the proposed construction.

The Washburn Way crossing is protected by a reflectorized standard railroad crossbuck on each side of the tracks, with multiple track signs, reading "7 tracks" and 24 inch standard red "STOP" signs. It is intended that the identical crossbucks and signs will be maintained after the proposed construction, except that the words "7 tracks" will be altered to read "10 tracks". The signs have lights on them, and the crossing is

illuminated during hours of darkness by a floodlight from a tower maintained by Petitioner.

Petitioner proposes to bear the cost of installing and maintaining a smooth blacktop crossing, also the traffic protective devices and the illumination hereinbefore referred to.

The number of switching operations over the crossing, and the length of time the crossing is blocked are not likely to be increased by the proposed construction.

A series of discussions have taken place relative to the construction of a vehicular overpass at the Washburn Way crossing. The participants have been the Commander of the Kingsley Field Air Force Base, Petitioner and Klamath County. As a result of these discussions estimates have been obtained from the Oregon State Highway Commission of the cost of construction of such overpass and certain agreements have been reached. The Highway Commission estimates show that the cost of a two-lane overpass would be $266,700 and of a four-lane, $423,600. The Commander of the Base has agreed to request the Federal Air Defense Command to furnish funds to aid in the construction of the overpass, and has, in fact, already made a formal request. Klamath County has agreed to construct a two-lane overpass, costing $200,000, if Petitioner would make a contribution therefor of $100,000, and to construct a four-lane overpass if, in addition, an appropriate contribution is made by the Air Defense Command. The County also has agreed to acquire the right of way for a four-lane overpass and for widening Washburn Way from the present two-lane to a four-lane highway, and to close off a portion of Anderson Avenue upon completion of said overpass.

Petitioner has agreed to contribute the sum of $100,000 toward the construction of the overpass at the Washburn Way crossing, and to acquire the right of way for the construction of and to construct a new road between Anderson Avenue and Altamont Drive, paralleling the Yard to provide the access from and to Anderson Avenue that is now afforded by means of the Anderson Avenue crossing. The right of way for such new road

has in fact already been acquired by Petitioner and the road is now under construction. Ultimately the connecting road will be conveyed to Klamath County.

MIDLAND ROAD

Midland Road is northwest of Washburn Way and is situated in the S.W. quarter of the N.E. quarter of Section 9 and Northwest quarter of S.E. quarter of Section 9, Township 39 South, Range 9 East of Willamette Meridian in Klamath County, Oregon. It is an east-west highway, and is bisected diagonally at the crossing by two tracks, which Petitioner proposes to increase to three.

The speed of trains at this crossing does not exceed 15 mph. The average of daily train movements over the crossing is 226. The normal maximum speed of motor traffic on Midland Road is 40 mph. The daily average of motor vehicles over the crossing is 1,161. The additional track will not increase the train traffic but will permit more efficient and economic operation.

Under present conditions of visibility adjacent to the crossing, no serious limitations or obstructions are imposed by structures outside the track and roadway area except in the southeast quadrant where a yard office building partially obstructs the view of northwest bound trains from points east of the crossing. From a point which is located in the center of Midland Road and 400 feet west of the crossing, the sight distance to the north is 1,000 feet and to the south is 240 feet. From a point which is located in the center of Midland Road and 400 feet east of the crossing, the sight distance to the north is 1,250 feet and to the south is 200 feet. From the stop position on both sides of the crossing, the view of approaching trains is unobscured for an adequate and safe distance.

The Midland Road crossing is protected by automatically controlled flashing light signals, one on each side of the tracks, and by a board showing the number of tracks to be crossed. Petitioner proposes to use the

same protective devices to guard the crossing when the proposed construction is completed, and that the cost of installation and maintenance thereof, as well as the cost of constructing, black topping and maintaining the crossing, be borne by Petitioner.

The flashing light signals are actuated by controls activated through track circuits on the main and auxiliary track. A warning interval of 31 seconds is provided when an inbound train approaches the crossing at a speed of 15 mph on the main track. A warning of 24 seconds is given for outbound, main track operations. Because of the limitations caused by necessary track occupancy by trains and cars, and the location of switches closely adjacent to the crossing, the length of the track circuits on the present auxiliary track and the proposed yard track extension will be considerably shorter, and depending upon the approach speed of the train, will not always provide the desirable warning intervals indicated above. To guard against the danger inherent in this condition, the switching movements are protected by a trainman who acts as a flagman for vehicular traffic.

There is no illumination at this crossing during hours of darkness.

ANDERSON AVENUE

Anderson Avenue is southeast of Washburn Way and is situate in the N.E. quarter of the N.W. quarter and the S.E. quarter of the N.W. quarter of Section 15, Township 39 South, Range 9 East of the Willamette Meridian, in Klamath County, Oregon. Like Midland Road it is an east-west highway, bisected diagonally at the crossing by a single track, to which Petitioner proposes to add four tracks, making a total of five tracks.

The speed of trains at this crossing does not exceed 10 mph. There is an average of sixteen daily train movements over the crossing, which will not be

increased by the proposed construction. An average of 228 motor vehicles passes over the crossing daily at speeds not exceeding 15 mph.

The sight distances of approaching trains from a point on the highway 400 feet west of the proposed tracks, are 800 feet to the northwest and 2,500 feet to the southeast, and from a point on the highway 400 feet east of the proposed tracks the sight distances are 2,400 feet to the northwest and 100 feet to the southeast, being there obstructed by a house. From a point on the highway 100 feet east of the proposed tracks the sight distances are 2,400 feet to the southeast and to the northwest. Except for the foregoing limitations sight distances from points on the highway and at the "Stop" positions, are adequate.

The Anderson Avenue crossing is protected by standard crossbuck signs and standard 24 inch red "Stop" signs. Petitioner proposes to add to these on each side of the tracks a board showing the number of tracks, and to bear the cost of construction, installation and maintenance of the warning signs, crossing and blacktop road surfacing at the crossing.

There is no illumination at this crossing during hours of darkness.

It is contemplated that the construction of a Washburn Way overpass will result in the closing of the Anderson Avenue crossing. As above related, in anticipation of such closing, Petitioner has acquired the right of way and is constructing a highway south of the tracks and paralleling the Yard from Anderson Avenue to Altamont Drive to ease the inconvenience of those who otherwise would use the Anderson Avenue crossing.

Petitioner and Klamath County urge that the pressing need of Petitioner for the added trackage warrants granting authority for its construction before plans for the overcrossing are completed.

The applications are to be construed under the following statutes, or so much thereof as is applicable:

"ORS 763.020 (1) Except for the replacement of lawfully existing roads, highways and tracks, no highway shall be constructed across the track of any railroad company at grade, nor shall the track of any railroad company be constructed across a highway at grade, without having first secured the permission of the commissioner.

"(2) The commissioner may, after a hearing:

"(a) Refuse or grant permission upon such terms and conditions as he prescribes.

"(b) Determine and prescribe the manner, maintenance, use and protection of each grade crossing, and prescribe the place of crossing."

"ORS 763.030 (2) The commissioner may also, after a hearing:

"(a) Alter or abolish any grade crossing or change the location of such crossing when, in his opinion, the public safety, public convenience and the general welfare require such alteration, abolition or change, or require a separation of grades at any such crossing; and

"(b) Prescribe the terms upon which such separation, alteration or change shall be made."

"ORS 763.040 (1) No highway shall be constructed across the track of any railroad company above or below grade, nor shall the track of any railroad company be constructed across a highway above or below grade, without having first secured the permission of the commissioner. If permission is granted, the commissioner shall, after a hearing, prescribe the terms and conditions upon which such crossing shall be made."

"ORS 763.050 The following expenses shall be divided between the railroad companies and the public authority in interest in such a manner and in such proportion as the commissioner deems just and reasonable under the circumstances:

"(3) The expenses of construction, maintenance and alteration of crossing above or below grade made under ORS 763.040."

"ORS 763.150 (1) Whenever any railroad company desires to cross any established and existing highway at grade, it shall file with the Public Utility Commissioner its petition in writing, setting forth the objections and difficulties to making such crossings either above or below the grade of such highway."

The amended petition relating to Washburn Way does not comply with the provisions of ORS 763.150 with respect to "setting forth the objections and difficulties to making such crossings either above or below grade of such highway". Nevertheless, under the provisions of ORS 763.020 the Commissioner may grant Petitioner permission to construct a grade crossing and under ORS 763.030 to alter a grade crossing "upon such terms and conditions as he prescribes".

ORS 763.040 empowers the Commissioner to prescribe the terms and conditions upon which a highway may be constructed across the tracks of a railroad company above or below grade, and ORS 763.050 authorizes the Commissioner to apportion between the railroad company and the public authority in interest the expense of construction, maintenance and alteration of such crossings.

The Washburn Way petition (amended) contains the elements of an application under the provisions of ORS 763.020 to construct railroad tracks across a highway at grade, an application under ORS 763.030 to alter an existing grade crossing and an application under ORS 763.040 to construct a highway across railroad tracks above grade.

Klamath County, appearing at the hearing by its County Judge and County Engineer, stipulated on the record that it will construct an overcrossing, that it has available funds that have been earmarked for its share of the expense of constructing an overcrossing, and that it is planning to build a two-lane overcrossing with the assistance of $100,000 pledged by Petitioner

for that purpose, or a four-lane overcrossing if sufficient federal funds are made available. It disclosed that it had a matching fund to equal the $100,000 contribution of Petitioner, and while that brings the total available for construction of the two-lane overpass to only $200,000 as against the estimate of $276,000, it nevertheless declared it is ready to proceed. It must be assumed that it is in a position to do so.

The testimony is somewhat confusing as to when construction of the overpass could begin, but may be said to be that the County would require a minimum of three years to begin the actual construction of the overpass, in order to allow sufficient time for designing, planning and preparation, and that five years for beginning of construction would be adequate.

From the foregoing it is concluded that:

WASHBURN WAY

The present volume of daily traffic at the Washburn Way crossing, consisting of 2,171 motor vehicles, and 151 trains on seven tracks, is hazardous and a threat to safe travel on that highway. The grade crossing at that point should be eliminated at the earliest possible date.

The proposed construction embracing the addition of five tracks and removal of two tracks at the Washburn Way crossing, will not result in materially increased rail traffic at said crossing, is not likely to increase materially the existing hazard to public travel on the highway at that point, is a needed and necessary improvement, is in the public interest and should be authorized as an interim measure on condition that an overpass for the safe carriage of vehicular and pedestrian traffic be constructed thereat with all due speed.

The proper protection of traffic and the public safety at the enlarged Washburn Way crossing require that until the overpass is completed the crossing be guarded by standard warning signs of like character as those presently in use at that crossing, and that the present type of illumination during the hours of darkness be continued.

All costs entailed in constructing, installing and maintaining the enlarged crossing, illumination and warning signs should be borne by Petitioner.

The construction of an overpass to carry vehicular and pedestrian traffic at the point of the present Washburn Way crossing is in the public interest and necessary for the public safety, and its construction should be authorized and directed as a condition upon which the authority to enlarge the existing grade crossing is granted.

The cost of construction of the overpass should be borne by Klamath County. Petitioner should be directed to contribute to the cost of construction as mutually agreed upon by the Petitioner and Klamath County.

The cost of maintenance and repair of, and the cost of the right of way for the overpass should be borne by Klamath County.

No proper reason has been advanced why the designing, planning and preparation for construction of an overpass should take more than three years. Such time should be ample, more time would be unreasonable and its allowance unwarranted. Actual construction should be directed to commence within three years, allowing adequate time for designing and planning.

MIDLAND ROAD

The proposed installation by Petitioner of one additional track at the Midland Road crossing, where the highway is presently crossed by two tracks, will not result in materially increased rail traffic at said crossing. It will, however, increase the possibility of a vehicle colliding with a train of which the driver is unaware, and which is hidden from view by another train occupying or approaching the crossing on an intervening track. The additional track is a needed and necessary improvement, and the construction thereof is in the public interest and should be authorized, providing that adequate provision is made to guard against the increased hazard above described, either by the installation of electric "2 TRAIN" signals, which will automatically provide a warning of the second train, or by the adoption of operating procedures which will insure against the possibility of such a hazardous condition.

The proper protection of traffic and the public safety generally at the enlarged Midland Road crossing requires that the crossing be guarded by warning signals and signs of like character and number as those presently in use at that crossing.

When protected as described above, the Midland Road crossing will not be unduly hazardous. A crossing other than at grade at that point would be impractical and uneconomical.

All costs entailed in acquiring, constructing, installing and maintaining the enlarged crossing, black-topping of the crossing and the warning signals and signs should be borne by Petitioner.

ANDERSON AVENUE

The proposed installation of four additional tracks by Petitioner at the Anderson Avenue crossing where there is presently one track will not result in materially increased rail traffic at said crossing. It is, however, likely to increase the existing hazard to public traffic on the highway at that point and should be permitted only as a temporary measure and until the parallel road is completed. The light use of the Anderson Avenue crossing by vehicular traffic is an indication that its closing will cause inconvenience to but few persons. The construction of the parallel road and the Washburn Way overpass should ultimately greatly reduce such inconvenience. In view of these circumstances construction of a grade separation at the Anderson Avenue crossing would be impractical and unduly wasteful.

The installation of the additional tracks is a needed and necessary improvement, is in the public interest and should be authorized as a temporary measure.

The proper protection of traffic and the public safety at the enlarged Anderson Avenue crossing require that the crossing be guarded by standard warning signs of like character as those presently in use at that crossing, and in addition one appropriate sign on each side of the tracks that will apprise traffic on the highway of the number of tracks.

All costs entailed in acquiring, constructing, installing and maintaining the enlarged crossing and the warning signals and signs should be borne by Petitioner; it is therefore

ORDERED that the petition of Great Northern Railway Company for authority to construct five additional tracks at grade and remove two existing tracks at the point where its tracks and right of way cross the highway known as Washburn Way, a county road, such crossing being designated in the Commissioner's Catalog of Railroad Crossings as crossing 10B-1.0, in the S.W. quarter of the S.W. quarter of Section 10, the S.E. quarter of the S.E. quarter of Section 9, Township 39 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, be and hereby is granted, upon the following terms and conditions:

1. That an overcrossing be constructed to carry traffic above grade on Washburn Way over the railroad bed and tracks of Great Northern Railway Company.

2. That the commencement of the actual construction of the overcrossing shall begin within three years from the date of entry of this Order.

3. That the overcrossing be constructed in such a manner as to provide a walkway for the use of pedestrian traffic.

4. That the overcrossing be constructed so that it shall provide standard clearances between center of track and adjacent structures, and above top of rail as prescribed in P.U.C. Oregon Order No. 33700, effective May 1, 1955;

and it is further

ORDERED that Great Northern Railway Company be and hereby is directed to install at said Washburn Way

crossing, upon its completion, a reflectorized standard railroad crossbuck sign on each side of the tracks and one reflectorized multiple track sign, as described and specified in Commissioner's Order No. 36962 ANNEX F, dated December 3, 1959, on each side of the tracks showing the number of tracks, all such signs to be appropriately placed for the proper warning of traffic on said highway; and it is further

ORDERED that the said Washburn Way crossing be illuminated during hours of darkness by Great Northern Railway Company by means of a floodlight or floodlights, from a tower at or near said crossing maintained by Great Northern Railway Company; and it is further

ORDERED that the petition of Great Northern Railway Company for authority to construct one additional track at grade at the point where its tracks and right of way cross the highway known as Midland Road, a state highway, such crossing being designated in the Commissioner's Catalog of Railroad Crossings as crossing 10B-0.3, and being in the S.W. quarter of the N.E. quarter of Section 9 and N.W. quarter of S.E. quarter of Section 9, Township 39 South, Range 9 East of the Willamette Meridian, be and hereby is granted; and it is further

ORDERED that Great Northern Railway Company be and hereby is directed to install or reinstall, upon completion of said construction, at the Midland Road crossing the standard automatically controlled flashing light signals, now in use at that crossing, one on each side of the tracks, and to install one reflectorized multiple track sign, as described and specified in Commissioner's Order No. 36962 ANNEX F, dated December 3, 1959, on each side of the tracks showing the number of tracks. The signals shall be automatically activated and controlled by trains approaching the crossing over and through track circuits of proper length and design to provide a warning on normal operations of not less than 20 nor more than 30 seconds before a train, approaching on the main track at its highest permissible speed, reaches the crossing. During other than these normal operations over the main track, and under operating conditions over the auxiliary tracks which do not provide a minimum warning interval of at least 20 seconds before the arrival of a train at the crossing, then a flagman shall be stationed at the crossing to warn vehicle drivers of the approaching train; and it is further

ORDERED that Great Northern Railway Company shall insure protection against the hazard of simultaneous train operation over the crossing of Midland Road by:

1. The installation at proper locations on both sides of the crossing of "2 TRAIN" warning signals. Signals shall consist of two parts- a large red reflector lens bearing the words "2 TRAINS" in black letters, and a loud sounding gong, and shall be operated manually or through track circuits in such a manner as to provide an adequate warning of the second approaching train immediately prior or subsequent to the arrival or departure of a first train at the crossing; or

2. The prohibiting, by official bulletin or special instruction, of the movement of trains over the crossing immediately prior or subsequent to the arrival or departure of other trains at the crossing; and it is further

ORDERED that if train operations over the Midland Road Crossing can be controlled and so arranged that the need for the "2 TRAIN" signals is thereby obviated, proof thereof shall be evidenced by a statement from Great Northern Railway Company showing thereon the operational safeguards to be initiated and employed together with copies of such bulletins or directives as are now or will be issued to railroad employees governing train operations over the crossing; and it is further

ORDERED that before installation of the flashing light signals and "2 TRAIN" signals at the Midland Road crossing, Great Northern Railway Company shall submit to the Commissioner for his approval diagrams of the proposed track circuiting plans and signal control details proposed for installation; and it is further

ORDERED that the petition of Great Northern Railway Company for authority to construct four additional tracks at grade at the point where its tracks and right of way cross the highway known as Anderson Avenue, a county road, such crossing being designated in the Commissioner's Catalog of Railroad Crossings as crossing 10B-1.5, and

being in the N.E. quarter of the N.W. quarter and the S.E. quarter of the N.W. quarter of Section 15, Township 39 South, Range 9 East of the Willamette Meridian, be and hereby is granted subject, however, to the condition that upon the opening of the parallel road linking Anderson Avenue and Altamont Drive the said Anderson Avenue crossing shall be closed to vehicular and pedestrian traffic; and it is further

ORDERED that upon the opening of the parallel road linking Anderson Avenue to Altamont Drive, the aforesaid Anderson Avenue crossing shall be closed to vehicular and pedestrian traffic and Klamath County shall upon such opening forthwith take such action as may be necessary to close said crossing; and it is further

ORDERED that Great Northern Railway Company be and hereby is directed to install at said Anderson Avenue crossing, upon the completion of the construction of the four additional tracks, standard No. 1R reflectorized crossing signs as described and specified in the Commissioner's Order No. 36962 ANNEX A, dated December 3, 1959, one on each side of the tracks, and to install one reflectorized multiple track sign, as described and specified in Commissioner's Order No. 36962 ANNEX F, dated December 3, 1959, on each side of the tracks showing the number of tracks; and it is further

ORDERED that the construction of all additional tracks in this Order provided shall be done in a good and workman-like manner in accordance with accepted engineering practices and in conformity as to location, elevation, angles of intersection and grades as shown on the plans and profiles submitted with the petitions and by reference made parts thereof; and it is further

ORDERED that all of the aforesaid crossings be surfaced with asphaltic concrete in such a manner as to make safe and level crossings for the full traveled width of the roadways, in conformity with the adjacent sections of the roadways; and it is further

ORDERED that Great Northern Railway Company shall make adequate provision to insure the safe con-

tinuance of vehicular and pedestrian traffic at all times during the construction of the additional tracks herein authorized, and shall station flagmen and adequate flares and signs for the protection of the public during the progress of such work; and it is further

ORDERED that all costs of acquiring, constructing, installing, maintaining and replacing of the additional tracks at the Washburn Way, Midland Road and Anderson Avenue crossing, and of signalling devices and asphaltic concrete surfacing shall be borne by Great Northern Railway Company; and it is further

ORDERED that jurisdiction in these proceedings is hereby retained for the purpose of making such other and further order or orders as may be proper from time to time in the premises.

Made and entered this 21st day of October, 1960.

Joel C Hill
Public Utility Commissioner

(SEAL)

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

August 24, 1960

Mr. Ivan Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

This letter is to ask if your department has had the opportunity to investigate further the overpass across the Great Northern Railroad tracks on Washburn Way, South of Klamath Falls. I am especially interested to know if the cost estimate has changed considerably because, as you know, this project will be financed with County FAS funds and we must program these funds.

I would be most appreciative if you would advise me of the progress that has been made thus far.

Very truly yours,

J. R. KALINOSKI
County Engineer

Mr. Swenson - Estimate of various alternates have been given to Dorg attig. Believe it would be better if Jess answered this letter.
Ivan

RECEIVED
ENGINEER
COUNTY & CITY RELATIONS

Ltr. to Kalinoski Aug. 30

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FOR FILING
21-1697
6077

August 24, 1960

Mr. J. R. Kalinoski, County Engineer
Klamath County Road Department
Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

I am sending, under separate cover, three copies of the plan layout and three copies of the profile of the proposed Washburn Way Overcrossing of the Great Northern Railroad in Klamath Falls. The necessary right of way between LaVerne Avenue and Anderson Avenue is shown on the plan sheets.

The roadbed section used was four 11-foot lanes with 8-foot shoulders. The estimated cost for constructing two lanes of this overcrossing at this time is $295,600; $125,000 of this cost would be grading, paving, and drainage items. The structure cost would be $170,600. To widen this to four lanes at some future date would cost an additional $205,700 for a total four-laning cost of $501,300. To construct a four-lane roadbed section and four-lane overcrossing structure at this time would cost $415,900. This cost is broken down as follows:

Grading, paving, and drainage items	$171,500
Four-lane structure cost	244,400

It would appear from these estimates that constructing this overcrossing to four lanes immediately would result in a savings of approximately $86,000 over the stage construction plan.

I am also returning to you, under separate cover, your original drawing of the plan and profile for the section of Washburn Way between Anderson Avenue and LaVerne Avenue and your original drawing of the cross sections for the section of road referred to.

Very truly yours,

W. C. Williams
State Highway Engineer

CKA:jk mc
cc Mr. Forrest Cooper
Mr. Victor Wolfe
Mr. Tom Edwards

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

July 12, 1960

Mr. Tom Edwards
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Edwards:

In the accompanying manilla envelope I am enclosing two drawings. Both of these drawing refer to that section of Washburn Way in Klamath Falls between Anderson Avenue and LaVerne Avenue. One drawing is the plan and profile of this section of the road and the second drawing is end sections of this portion of the road. It is hoped that this work will assist you in the preliminary design work for the proposed Washburn Way overpass across the Great Northern Railroad grade crossing and in determining the length and width of right-of-way that will be necessary in the vicinity of the overpass.

I have sent Mr. Ivan Merchant a print of the Great Northern Railroad drawing showing the work that is being done on the grade crossing by the railroad. This print may also be of some value to you and I believe that these drawings that we are sending to you may also be of some value to Mr. Merchant.

If you should make prints of these transparencies, I would be appreciative if you would either return the transparencies to me or send me one print.

If there is anything else we can do to assist you in this problem, or any others in the area, we will be most happy to cooperate.

Very truly yours,

J. R. KALINOSKI
County Engineer

CONSTRUCTION DIVISION
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1960

NOTED
W. C. WILLIAMS

To: MEMORANDUM TO FILE:

SUBJECT: Pux 369 - Washburn Way G-Xing
Great Northern Railway Company
Klamath County

Hearing on this matter was held at 9:00 A.M., Tuesday, June 28, 1960, in the City Hall at Klamath Falls before Mr. Louis Greenberg, sitting as examiner for the Public Utility Commissioner. Great Northern Railway Company was represented by Mr. Richard Devers, Attorney at Law, 410 Yeon Building, Portland; the Public Utility Commissioner was represented by Mr. Norman F. Webb, Assistant Attorney General; Klamath Falls was represented by Mr. J. R. Kalinowski, County Engineer, and an appearance was filed by Mr. R. R. Walker, County Judge. Appearance was filed on behalf of the State Highway Commission by me.

At the outset of the proceedings, Mr. Devers filed an amended petition on behalf of Great Northern Railway Company which set out that it is proposed to construct five additional tracks at grade and to remove two existing tracks. This will result in a final total of nine tracks.

The amended petition also represents that the Petitioner is cooperating with Klamath County, the State Highway Commission and the U. S. Air Force in planning the financing and constructing of a highway overpass at the crossing. Objection was made to any attempt to financially obligate the State Highway Commission, and Mr. Devers assured me on the record that there was no intent to obligate the Highway Commission in any financial respect. With this understanding, objection to the amended petition was withdrawn. It is my impression that the statements relative to a grade separation structure were for the purposes of inducement only, and were made in order to forestall requirement for the installation of automatic electric signals at this time.

Mr. Paul F. Cruikshank, Supt. of Great Northern Railway Company at Klamath Falls, was Mr. Devers' only witness. He explained in detail the necessity for railroad yard expansion at Klamath Falls, and unequivocally committed Great Northern Railway Company to a contribution of $100,000 toward the cost of the construction of an overcrossing structure. He stressed the fact that his company is extremely desirous of a grade separation so as to eliminate the delays and hazards incident to switching operations.

Mr. Kalinowski took the stand for Klamath County and was placed under oath. He stated that the County now has available and has earmarked the sum of $100,000 from County Federal Secondary Funds, for the construction of an overpass structure.

He further stated that it is anticipated that $200,000 may be secured through the U. S. Air Corps as cooperation on a separation structure, and that it is expected that a definite decision will be received within 60 days. It appears that this sum is to come from a separate federal appropriation for access roads to strategic defense installations. On the record he committed the County to the construction of a two-lane structure within 2½ years, or, if this is not done, to a four-lane structure within 5 years. It appears from Exhibit "4" in the file on this crossing that this department has made an estimate of $423,600 as the total cost of a separation structure, including the grading and surfacing of approaches. It was brought out that in addition to this amount Klamath County is purchasing right of way from County funds to the extent of approximately $75,000. No estimate was given for the cost of a two-lane structure, but it appears from the minutes of the Highway Commission of January 29, 1960, that this cost is estimated at $291,000, exclusive of $75,000 for right of way.

Federal PPM 21-10, with reference to grade crossing eliminations, indicates an assigned railroad liability of 10% of the cost of the project. I know of nothing, however, that would limit a voluntary railroad cooperation to such a total. If, and when, this project should be proposed to be constructed under Federal regulations, I undoubtedly will be long gone into the undiscovered country of innocuous desuetude, insofar as the affairs of this department are concerned, and one of the principal purposes of this memorandum is to record for posterity the commitment made by Great Northern Railway Company. No transcript of the testimony is being secured, but, if the need arises, a copy undoubtedly can be borrowed from the Public Utility Commissioner. This transcript will be found extremely involved, as the crossings at Midland Road, Washburn Way and Anderson Avenue were all combined in one hearing.

J. W. DeSOUZA
Assistant Counsl

JWD:bjk
cc: W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
R. L. Porter
Dean Swift
Clarence Swenson

Order #37388

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-127
SXF-128
SXF-129

In the Matter of the Application of GREAT NORTHERN RAILWAY COMPANY for authority to construct four additional tracks at grade across a certain highway known as Washburn Way near Klamath Falls, Klamath County, Oregon, in the S.W. quarter of the S.W. quarter of Section 10, the S.E. quarter of S.E. quarter of Section 9, Township 39 South, Range 9 East of Willamette Meridian.

Rwt 369

ORDER

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ENGINEER
COUNTY & CITY RELATIONS

In the Matter of the Application of GREAT NORTHERN RAILWAY COMPANY for authority to construct an additional track at grade across a certain highway known as Midland Road near Klamath Falls, Klamath County, Oregon, in S.W. quarter of N.E. quarter of Section 9 and N.W. quarter of S.E. quarter of Section 9, Township 39 South, Range 9 East of Willamette Meridian.

Rwt 370

In the Matter of the Application of GREAT NORTHERN RAILWAY COMPANY for authority to construct four additional tracks at grade across a certain street known as Anderson Avenue near Klamath Falls, Klamath County, Oregon, in the N.E. quarter of the N.W. quarter and the S.E. quarter of the N.W. quarter of Section 15, Township 39 South, Range 9 East of Willamette Meridian.

Rwt 368

Order #37388

The above entitled matters came on for hearing on June 28, 1960, at Klamath Falls, Oregon, before Lou Greenberg, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Richard Devers, Attorney
Portland, Oregon
In behalf of Great Northern Railway Company

Interested Parties:

J. W. Descousa, Assistant Counsel
Salem, Oregon
In behalf of Oregon State Highway Commission

J. R. Kalinoski, County Engineer
Klamath Falls, Oregon
In behalf of Klamath County

R. R. Walker, County Judge
Merrill, Oregon
In behalf of Klamath County

Frank F. Canong, County Commissioner
Klamath Falls, Oregon
In behalf of Klamath County

For the Commissioner:

Norman F. Webb, Assistant Attorney General, Salem, Oregon
In behalf of the Public Utility Commissioner

On April 1, 1960, the Great Northern Railway Company, hereinafter referred to as Petitioner, filed three petitions, pursuant to the provisions of ORS Chapter 763 for authority to construct additional tracks at grade across three certain highways in Klamath County near Klamath Falls, Oregon, at points where there are

presently authorized grade crossings of said highways and the tracks of Petitioner.

The three highways are known as Washburn Way, Midland Road and Anderson Avenue, designated in the Commissioner's Catalog of Railroad Crossings in the State of Oregon as crossings 10B-1.0, 10B-0.3 and 10B-1.5, respectively. Each of the petitions recites that it is impossible or impracticable to construct the rail crossing above or below the grade of the highway in question because "the contour of the ground does not make a grade separation practicable in consideration of traffic and relatively unhazardous conditions existing".

The petition relating to Midland Road requests authority to construct one additional track. That relating to Anderson Avenue requests authority to construct four additional tracks, and the petition relating to Washburn Way, to construct five additional tracks and remove an existing one.

At the commencement of the hearing, on motion duly made and granted, an amended petition was substituted for the original petition relating to Washburn Way. The amended petition differs from the original in the respect that in the amended petition there is no recitation regarding the impossibility or impracticability of constructing a crossing above or below grade, but recites instead that Petitioner is cooperating with Klamath County, the Oregon State Highway Commission and the United States Air Force in planning and financing the construction of a highway overpass at the Washburn Way crossing; that Petitioner has agreed to assist Klamath County in financing the proposed overpass and will continue to cooperate with the county in expediting the matter; that promptly after the financing has been arranged an application will be filed with the Public Utility Commissioner for authority to construct the overpass; that because of the present urgent need for the proposed crossing it is not practical to defer the construction thereof pending the planning, financing and the construction of the proposed overpass. In all other respects the amended petition is identical with the original.

All the petitions recite that the consent in writing of Klamath County has been secured.

The answers of the Oregon State Highway Commission to the petitions relating to Washburn Way and Anderson Avenue allege that the crossings are not on highways under the jurisdiction of the State Highway Commission and that such Commission has no objection to the issuance of proper orders in the respective proceedings. As to Midland Road the answer of the Oregon State Highway Commission alleges that it has no objection to an order in accordance with the petition provided the order includes provision for continuance of traffic and the maintenance of watchmen, flagmen and adequate flares and signs for the protection of the public during progress of the work.

Thereafter the matters were set down for public hearing at the time and place aforementioned by notice dated June 2, 1960, sent to Petitioner and all interested parties.

At the hearing evidence was presented by Petitioner, Klamath County and the Commissioner, the hearing was conducted on a consolidated record and completed and the matters submitted for determination. Based upon said record it is found that:

Petitioner is a railroad, Klamath County is a public authority and Washburn Way, Midland Road and Anderson Avenue are highways, as defined in ORS 763. The construction of railroad tracks over said highways at grade or above or below grade or the alteration or construction of said highways over existing or proposed railroad tracks is within the discretion and authority of the Public Utility Commissioner of Oregon pursuant to the provisions of ORS 763.

Washburn Way, Midland Road and Anderson Avenue are adjacent county roads that cross Petitioner's right of way and tracks at its South Klamath Yard, which is a large freight yard situated about 2½ miles south of the City of Klamath Falls. The Yard was built in 1931 and

has been expanded several times to accommodate Petitioner's growing freight traffic. Petitioner's freight cars and those of connecting and cooperating railroads moving between the Los Angeles-San Francisco area and the Northwest over Petitioner's tracks, are classified and blocked according to ultimate destination at the South Klamath Yard and there assembled in long trains. Growing business and the need for more economic and efficient operation to meet severe competition from other freight carriers requires more tracks and longer trackage at the yard, which will permit faster and easier classifying of cars and assembling of trains. Grade conditions and track elevations which now interfere with efficient switching, classifying and assembling operations are also in need of alteration and improvement.

WASHBURN WAY

Of the three roads, Washburn Way is the most heavily traveled. An average of 2,171 motor vehicles passes over the Washburn Way crossing daily. Many of these vehicles carry residents of Klamath Falls to and from their daily jobs at Kingsley Field, an airforce installation, less than a mile south of the Yard, and carries residents of the installation to and from Klamath Falls, the nearest large shopping and entertainment area. Present plans call for the construction of additional housing just south of the airfield for increased airforce personnel and their families, the making of Washburn Way the main access to the airfield and its housing facilities, and the widening of Washburn Way from a two-lane to a four-lane highway to accommodate the additional traffic that is bound to result. An average of 151 trains pass over the crossing daily, four of which are through trains, the rest are switching movements.

The Washburn Way crossing and its proposed added tracks are located in the S.W. quarter of the S.W. quarter of Section 10, the S.E. quarter of the S.E. quarter of Section 9, Township 39 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon. The highway runs north-south. The railroad right of way and trackage cross the highway diagonally in a north-west to south-east direction. Presently, seven (pairs of) tracks cross the

highway. It is proposed to increase these to ten or eleven tracks by adding five tracks and removing one or possibly two tracks. The amended petition requests authority to remove one track. The testimony is that the present intention is to remove two tracks. If one is removed, when the construction is completed, eleven tracks will cross the highway. If two are removed, the highway will then be crossed by ten tracks. The petition is considered to have been amended to conform to the proof.

The speed of trains at the Washburn Way crossing does not exceed 10 mph. The speed of vehicles on Washburn Way is not locally restricted. The average speed of motor traffic approaching the crossing is about 40 mph.

The view of oncoming trains, when approaching the crossing on the highway, is presently not limited by obstructions adjacent to the tracks or roadway. From a point on Washburn Way 400 feet north from the main track the visibility west of the crossing is unobstructed for a distance of 1,700 feet and visibility east of the crossing is unobstructed for a distance of 2,000 feet measured along the main track. From a like distance south, an uninterrupted view westerly of 1,200 feet and easterly 2,400 feet is presently afforded. On both sides of the crossing, from points 50 feet from the nearest track, the view along the track in both directions is unlimited by physical obstructions outside of the track and roadway areas. These sight distances do not reflect actual visual conditions however, because they do not take into consideration the limitations to visibility created by trains or cars standing or moving closely adjacent to the roadway. These conditions will not be materially altered after the proposed construction.

The Washburn Way crossing is protected by a reflectorized standard railroad crossbuck on each side of the tracks, with multiple track signs, reading "7 tracks" and 24 inch standard red "STOP" signs. It is intended that the identical crossbucks and signs will be maintained after the proposed construction, except that the words "7 tracks" will be altered to read "10 tracks". The signs have lights on them, and the crossing is

illuminated during hours of darkness by a floodlight from a tower maintained by Petitioner.

Petitioner proposes to bear the cost of installing and maintaining a smooth blacktop crossing, also the traffic protective devices and the illumination hereinbefore referred to.

The number of switching operations over the crossing, and the length of time the crossing is blocked are not likely to be increased by the proposed construction.

A series of discussions have taken place relative to the construction of a vehicular overpass at the Washburn Way crossing. The participants have been the Commander of the Kingsley Field Air Force Base, Petitioner and Klamath County. As a result of these discussions estimates have been obtained from the Oregon State Highway Commission of the cost of construction of such overpass and certain agreements have been reached. The Highway Commission estimates show that the cost of a two-lane overpass would be $266,700 and of a four-lane, $423,600. The Commander of the Base has agreed to request the Federal Air Defense Command to furnish funds to aid in the construction of the overpass, and has, in fact, already made a formal request. Klamath County has agreed to construct a two-lane overpass, costing $200,000, if Petitioner would make a contribution therefor of $100,000, and to construct a four-lane overpass if, in addition, an appropriate contribution is made by the Air Defense Command. The County also has agreed to acquire the right of way for a four-lane overpass and for widening Washburn Way from the present two-lane to a four-lane highway, and to close off a portion of Anderson Avenue upon completion of said overpass.

Petitioner has agreed to contribute the sum of $100,000 toward the construction of the overpass at the Washburn Way crossing, and to acquire the right of way for the construction of and to construct a new road between Anderson Avenue and Altamont Drive, paralleling the Yard to provide the access from and to Anderson Avenue that is now afforded by means of the Anderson Avenue crossing. The right of way for such new road

has in fact already been acquired by Petitioner and the road is now under construction. Ultimately the connecting road will be conveyed to Klamath County.

MIDLAND ROAD

Midland Road is northwest of Washburn Way and is situated in the S.W. quarter of the N.E. quarter of Section 9 and Northwest quarter of S.E. quarter of Section 9, Township 39 South, Range 9 East of Willamette Meridian in Klamath County, Oregon. It is an east-west highway, and is bisected diagonally at the crossing by two tracks, which Petitioner proposes to increase to three.

The speed of trains at this crossing does not exceed 15 mph. The average of daily train movements over the crossing is 226. The normal maximum speed of motor traffic on Midland Road is 40 mph. The daily average of motor vehicles over the crossing is 1,161. The additional track will not increase the train traffic but will permit more efficient and economic operation.

Under present conditions of visibility adjacent to the crossing, no serious limitations or obstructions are imposed by structures outside the track and roadway area except in the southeast quadrant where a yard office building partially obstructs the view of northwest bound trains from points east of the crossing. From a point which is located in the center of Midland Road and 400 feet west of the crossing, the sight distance to the north is 1,000 feet and to the south is 240 feet. From a point which is located in the center of Midland Road and 400 feet east of the crossing, the sight distance to the north is 1,250 feet and to the south is 200 feet. From the stop position on both sides of the crossing, the view of approaching trains is unobscured for an adequate and safe distance.

The Midland Road crossing is protected by automatically controlled flashing light signals, one on each side of the tracks, and by a board showing the number of tracks to be crossed. Petitioner proposes to use the

same protective devices to guard the crossing when the proposed construction is completed, and that the cost of installation and maintenance thereof, as well as the cost of constructing, black topping and maintaining the crossing, be borne by Petitioner.

The flashing light signals are actuated by controls activated through track circuits on the main and auxiliary track. A warning interval of 31 seconds is provided when an inbound train approaches the crossing at a speed of 15 mph on the main track. A warning of 24 seconds is given for outbound, main track operations. Because of the limitations caused by necessary track occupancy by trains and cars, and the location of switches closely adjacent to the crossing, the length of the track circuits on the present auxiliary track and the proposed yard track extension will be considerably shorter, and depending upon the approach speed of the train, will not always provide the desirable warning intervals indicated above. To guard against the danger inherent in this condition, the switching movements are protected by a trainman who acts as a flagman for vehicular traffic.

There is no illumination at this crossing during hours of darkness.

ANDERSON AVENUE

Anderson Avenue is southeast of Washburn Way and is situate in the N.E. quarter of the N.W. quarter and the S.E. quarter of the N.W. quarter of Section 15, Township 39 South, Range 9 East of the Willamette Meridian, in Klamath County, Oregon. Like Midland Road it is an east-west highway, bisected diagonally at the crossing by a single track, to which Petitioner proposes to add four tracks, making a total of five tracks.

The speed of trains at this crossing does not exceed 10 mph. There is an average of sixteen daily train movements over the crossing, which will not be

increased by the proposed construction. An average of 228 motor vehicles passes over the crossing daily at speeds not exceeding 15 mph.

The sight distances of approaching trains from a point on the highway 400 feet west of the proposed tracks, are 800 feet to the northwest and 2,500 feet to the southeast, and from a point on the highway 400 feet east of the proposed tracks the sight distances are 2,400 feet to the northwest and 100 feet to the southeast, being there obstructed by a house. From a point on the highway 100 feet east of the proposed tracks the sight distances are 2,400 feet to the southeast and to the northwest. Except for the foregoing limitations sight distances from points on the highway and at the "Stop" positions, are adequate.

The Anderson Avenue crossing is protected by standard crossbuck signs and standard 24 inch red "Stop" signs. Petitioner proposes to add to these on each side of the tracks a board showing the number of tracks, and to bear the cost of construction, installation and maintenance of the warning signs, crossing and blacktop road surfacing at the crossing.

There is no illumination at this crossing during hours of darkness.

It is contemplated that the construction of a Washburn Way overpass will result in the closing of the Anderson Avenue crossing. As above related, in anticipation of such closing, Petitioner has acquired the right of way and is constructing a highway south of the tracks and paralleling the Yard from Anderson Avenue to Altamont Drive to ease the inconvenience of those who otherwise would use the Anderson Avenue crossing.

Petitioner and Klamath County urge that the pressing need of Petitioner for the added trackage warrants granting authority for its construction before plans for the overcrossing are completed.

The applications are to be construed under the following statutes, or so much thereof as is applicable:

"ORS 763.020 (1) Except for the replacement of lawfully existing roads, highways and tracks, no highway shall be constructed across the track of any railroad company at grade, nor shall the track of any railroad company be constructed across a highway at grade, without having first secured the permission of the commissioner.

"(2) The commissioner may, after a hearing:

"(a) Refuse or grant permission upon such terms and conditions as he prescribes.

"(b) Determine and prescribe the manner, maintenance, use and protection of each grade crossing, and prescribe the place of crossing."

"ORS 763.030 (2) The commissioner may also, after a hearing:

"(a) Alter or abolish any grade crossing or change the location of such crossing when, in his opinion, the public safety, public convenience and the general welfare require such alteration, abolition or change, or require a separation of grades at any such crossing; and

"(b) Prescribe the terms upon which such separation, alteration or change shall be made."

"ORS 763.040 (1) No highway shall be constructed across the track of any railroad company above or below grade, nor shall the track of any railroad company be constructed across a highway above or below grade, without having first secured the permission of the commissioner. If permission is granted, the commissioner shall, after a hearing, prescribe the terms and conditions upon which such crossing shall be made."

"ORS 763.050 The following expenses shall be divided between the railroad companies and the public authority in interest in such a manner and in such proportion as the commissioner deems just and reasonable under the circumstances:

"(3) The expenses of construction, maintenance and alteration of crossing above or below grade made under ORS 763.040."

"ORS 763.150 (1) Whenever any railroad company desires to cross any established and existing highway at grade, it shall file with the Public Utility Commissioner its petition in writing, setting forth the objections and difficulties to making such crossings either above or below the grade of such highway."

The amended petition relating to Washburn Way does not comply with the provisions of ORS 763.150 with respect to "setting forth the objections and difficulties to making such crossings either above or below grade of such highway". Nevertheless, under the provisions of ORS 763.020 the Commissioner may grant Petitioner permission to construct a grade crossing and under ORS 763.030 to alter a grade crossing "upon such terms and conditions as he prescribes".

ORS 763.040 empowers the Commissioner to prescribe the terms and conditions upon which a highway may be constructed across the tracks of a railroad company above or below grade, and ORS 763.050 authorizes the Commissioner to apportion between the railroad company and the public authority in interest the expense of construction, maintenance and alteration of such crossings.

The Washburn Way petition (amended) contains the elements of an application under the provisions of ORS 763.020 to construct railroad tracks across a highway at grade, an application under ORS 763.030 to alter an existing grade crossing and an application under ORS 763.040 to construct a highway across railroad tracks above grade.

Klamath County, appearing at the hearing by its County Judge and County Engineer, stipulated on the record that it will construct an overcrossing, that it has available funds that have been earmarked for its share of the expense of constructing an overcrossing, and that it is planning to build a two-lane overcrossing with the assistance of $100,000 pledged by Petitioner

for that purpose, or a four-lane overcrossing if sufficient federal funds are made available. It disclosed that it had a matching fund to equal the $100,000 contribution of Petitioner, and while that brings the total available for construction of the two-lane overpass to only $200,000 as against the estimate of $276,000, it nevertheless declared it is ready to proceed. It must be assumed that it is in a position to do so.

The testimony is somewhat confusing as to when construction of the overpass could begin, but may be said to be that the County would require a minimum of three years to begin the actual construction of the overpass, in order to allow sufficient time for designing, planning and preparation, and that five years for beginning of construction would be adequate.

From the foregoing it is concluded that:

WASHBURN WAY

The present volume of daily traffic at the Washburn Way crossing, consisting of 2,171 motor vehicles, and 151 trains on seven tracks, is hazardous and a threat to safe travel on that highway. The grade crossing at that point should be eliminated at the earliest possible date.

The proposed construction embracing the addition of five tracks and removal of two tracks at the Washburn Way crossing, will not result in materially increased rail traffic at said crossing, is not likely to increase materially the existing hazard to public travel on the highway at that point, is a needed and necessary improvement, is in the public interest and should be authorized as an interim measure on condition that an overpass for the safe carriage of vehicular and pedestrian traffic be constructed thereat with all due speed.

The proper protection of traffic and the public safety at the enlarged Washburn Way crossing require that until the overpass is completed the crossing be guarded by standard warning signs of like character as those presently in use at that crossing, and that the present type of illumination during the hours of darkness be continued.

All costs entailed in constructing, installing and maintaining the enlarged crossing, illumination and warning signs should be borne by Petitioner.

The construction of an overpass to carry vehicular and pedestrian traffic at the point of the present Washburn Way crossing is in the public interest and necessary for the public safety, and its construction should be authorized and directed as a condition upon which the authority to enlarge the existing grade crossing is granted.

The cost of construction of the overpass should be borne by Klamath County. Petitioner should be directed to contribute to the cost of construction as mutually agreed upon by the Petitioner and Klamath County.

The cost of maintenance and repair of, and the cost of the right of way for the overpass should be borne by Klamath County.

No proper reason has been advanced why the designing, planning and preparation for construction of an overpass should take more than three years. Such time should be ample, more time would be unreasonable and its allowance unwarranted. Actual construction should be directed to commence within three years, allowing adequate time for designing and planning.

MIDLAND ROAD

The proposed installation by Petitioner of one additional track at the Midland Road crossing, where the highway is presently crossed by two tracks, will not result in materially increased rail traffic at said crossing. It will, however, increase the possibility of a vehicle colliding with a train of which the driver is unaware, and which is hidden from view by another train occupying or approaching the crossing on an intervening track. The additional track is a needed and necessary improvement, and the construction thereof is in the public interest and should be authorized, providing that adequate provision is made to guard against the increased hazard above described, either by the installation of electric "2 TRAIN" signals, which will automatically provide a warning of the second train, or by the adoption of operating procedures which will insure against the possibility of such a hazardous condition.

The proper protection of traffic and the public safety generally at the enlarged Midland Road crossing requires that the crossing be guarded by warning signals and signs of like character and number as those presently in use at that crossing.

When protected as described above, the Midland Road crossing will not be unduly hazardous. A crossing other than at grade at that point would be impractical and uneconomical.

All costs entailed in acquiring, constructing, installing and maintaining the enlarged crossing, black-topping of the crossing and the warning signals and signs should be borne by Petitioner.

ANDERSON AVENUE

The proposed installation of four additional tracks by Petitioner at the Anderson Avenue crossing where there is presently one track will not result in materially increased rail traffic at said crossing. It is, however, likely to increase the existing hazard to public traffic on the highway at that point and should be permitted only as a temporary measure and until the parallel road is completed. The light use of the Anderson Avenue crossing by vehicular traffic is an indication that its closing will cause inconvenience to but few persons. The construction of the parallel road and the Washburn Way overpass should ultimately greatly reduce such inconvenience. In view of these circumstances construction of a grade separation at the Anderson Avenue crossing would be impractical and unduly wasteful.

The installation of the additional tracks is a needed and necessary improvement, is in the public interest and should be authorized as a temporary measure.

The proper protection of traffic and the public safety at the enlarged Anderson Avenue crossing require that the crossing be guarded by standard warning signs of like character as those presently in use at that crossing, and in addition one appropriate sign on each side of the tracks that will apprise traffic on the highway of the number of tracks.

All costs entailed in acquiring, constructing, installing and maintaining the enlarged crossing and the warning signals and signs should be borne by Petitioner; it is therefore

ORDERED that the petition of Great Northern Railway Company for authority to construct five additional tracks at grade and remove two existing tracks at the point where its tracks and right of way cross the highway known as Washburn Way, a county road, such crossing being designated in the Commissioner's Catalog of Railroad Crossings as crossing 10B-1.0, in the S.W. quarter of the S.W. quarter of Section 10, the S.E. quarter of the S.E. quarter of Section 9, Township 39 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, be and hereby is granted, upon the following terms and conditions:

1. That an overcrossing be constructed to carry traffic above grade on Washburn Way over the railroad bed and tracks of Great Northern Railway Company.

2. That the commencement of the actual construction of the overcrossing shall begin within three years from the date of entry of this Order.

3. That the overcrossing be constructed in such a manner as to provide a walkway for the use of pedestrian traffic.

4. That the overcrossing be constructed so that it shall provide standard clearances between center of track and adjacent structures, and above top of rail as prescribed in P.U.C. Oregon Order No. 33700, effective May 1, 1955;

and it is further

ORDERED that Great Northern Railway Company be and hereby is directed to install at said Washburn Way

crossing, upon its completion, a reflectorized standard railroad crossbuck sign on each side of the tracks and one reflectorized multiple track sign, as described and specified in Commissioner's Order No. 36962 ANNEX F, dated December 3, 1959, on each side of the tracks showing the number of tracks, all such signs to be appropriately placed for the proper warning of traffic on said highway; and it is further

ORDERED that the said Washburn Way crossing be illuminated during hours of darkness by Great Northern Railway Company by means of a floodlight or floodlights, from a tower at or near said crossing maintained by Great Northern Railway Company; and it is further

ORDERED that the petition of Great Northern Railway Company for authority to construct one additional track at grade at the point where its tracks and right of way cross the highway known as Midland Road, a state highway, such crossing being designated in the Commissioner's Catalog of Railroad Crossings as crossing 10B-0.3, and being in the S.W. quarter of the N.E. quarter of Section 9 and N.W. quarter of S.E. quarter of Section 9, Township 39 South, Range 9 East of the Willamette Meridian, be and hereby is granted; and it is further

ORDERED that Great Northern Railway Company be and hereby is directed to install or reinstall, upon completion of said construction, at the Midland Road crossing the standard automatically controlled flashing light signals, now in use at that crossing, one on each side of the tracks, and to install one reflectorized multiple track sign, as described and specified in Commissioner's Order No. 36962 ANNEX F, dated December 3, 1959, on each side of the tracks showing the number of tracks. The signals shall be automatically activated and controlled by trains approaching the crossing over and through track circuits of proper length and design to provide a warning on normal operations of not less than 20 nor more than 30 seconds before a train, approaching on the main track at its highest permissible speed, reaches the crossing. During other than these normal operations over the main track, and under operating conditions over the auxiliary tracks which do not provide a minimum warning interval of at least 20 seconds before the arrival of a train at the crossing, then a flagman shall be stationed at the crossing to warn vehicle drivers of the approaching train; and it is further

Order #37388

ORDERED that Great Northern Railway Company shall insure protection against the hazard of simultaneous train operation over the crossing of Midland Road by:

1. The installation at proper locations on both sides of the crossing of "2 TRAIN" warning signals. Signals shall consist of two parts- a large red reflector lens bearing the words "2 TRAINS" in black letters, and a loud sounding gong, and shall be operated manually or through track circuits in such a manner as to provide an adequate warning of the second approaching train immediately prior or subsequent to the arrival or departure of a first train at the crossing; or

2. The prohibiting, by official bulletin or special instruction, of the movement of trains over the crossing immediately prior or subsequent to the arrival or departure of other trains at the crossing; and it is further

ORDERED that if train operations over the Midland Road Crossing can be controlled and so arranged that the need for the "2 TRAIN" signals is thereby obviated, proof thereof shall be evidenced by a statement from Great Northern Railway Company showing thereon the operational safeguards to be initiated and employed together with copies of such bulletins or directives as are now or will be issued to railroad employees governing train operations over the crossing; and it is further

ORDERED that before installation of the flashing light signals and "2 TRAIN" signals at the Midland Road crossing, Great Northern Railway Company shall submit to the Commissioner for his approval diagrams of the proposed track circuiting plans and signal control details proposed for installation; and it is further

ORDERED that the petition of Great Northern Railway Company for authority to construct four additional tracks at grade at the point where its tracks and right of way cross the highway known as Anderson Avenue, a county road, such crossing being designated in the Commissioner's Catalog of Railroad Crossings as crossing 10B-1.5, and

being in the N.E. quarter of the N.W. quarter and the S.E. quarter of the N.W. quarter of Section 15, Township 39 South, Range 9 East of the Willamette Meridian, be and hereby is granted subject, however, to the condition that upon the opening of the parallel road linking Anderson Avenue and Altamont Drive the said Anderson Avenue crossing shall be closed to vehicular and pedestrian traffic; and it is further

ORDERED that upon the opening of the parallel road linking Anderson Avenue to Altamont Drive, the aforesaid Anderson Avenue crossing shall be closed to vehicular and pedestrian traffic and Klamath County shall upon such opening forthwith take such action as may be necessary to close said crossing; and it is further

ORDERED that Great Northern Railway Company be and hereby is directed to install at said Anderson Avenue crossing, upon the completion of the construction of the four additional tracks, standard No. 1R reflectorized crossing signs as described and specified in the Commissioner's Order No. 36962 ANNEX A, dated December 3, 1959, one on each side of the tracks, and to install one reflectorized multiple track sign, as described and specified in Commissioner's Order No. 36962 ANNEX F, dated December 3, 1959, on each side of the tracks showing the number of tracks; and it is further

ORDERED that the construction of all additional tracks in this Order provided shall be done in a good and workman-like manner in accordance with accepted engineering practices and in conformity as to location, elevation, angles of intersection and grades as shown on the plans and profiles submitted with the petitions and by reference made parts thereof; and it is further

ORDERED that all of the aforesaid crossings be surfaced with asphaltic concrete in such a manner as to make safe and level crossings for the full traveled width of the roadways, in conformity with the adjacent sections of the roadways; and it is further

ORDERED that Great Northern Railway Company shall make adequate provision to insure the safe con-

timuance of vehicular and pedestrian traffic at all times during the construction of the additional tracks herein authorized, and shall station flagmen and adequate flares and signs for the protection of the public during the progress of such work; and it is further

ORDERED that all costs of acquiring, constructing, installing, maintaining and replacing of the additional tracks at the Washburn Way, Midland Road and Anderson Avenue crossing, and of signalling devices and asphaltic concrete surfacing shall be borne by Great Northern Railway Company; and it is further

ORDERED that jurisdiction in these proceedings is hereby retained for the purpose of making such other and further order or orders as may be proper from time to time in the premises.

Made and entered this 21st day of October, 1960.

Joel C Kill
Public Utility Commissioner

(SEAL)

RECEIVED
MAY 13 1960
FOR FILING

REFERRED TO
Cooper
By State Highway Engineer

FRANCIS S. LANDRUM
823 NEWCASTLE STREET
KLAMATH FALLS, OREGON

CONSULTING ENGINEER
PHONE TU 2-4335

RECEIVED
MAY - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

5/9/60

Coast Dutch:
Stanley Thos
Plan 34 X 369
11

Pl F-369
Washburn Way

I've talked this over by phone with Glen Jackson, and he is pretty well apprised of its content. He asked that I mail this to you, so that you would have it by Tuesday. Thanks a lot.

F. S. L.

COPY

April 29, 1960

TO THE PUBLIC UTILITY COMMISSION OF OREGON

RE: GREAT NORTHERN RAILWAY GRADE CROSSINGS AT ANDERSON AVENUE AND WASHBURN WAY IN KLAMATH FALLS, OREGON

Gentlemen:

The purpose of this memorandum is to summarize and bring together all information and data concerning the application of the Great Northern Railway for a permit to add additional grade crossings at Washburn Way and at Anderson Avenue. A great deal of the information deals with the necessity for construction of an overpass for a grade separation of the vehicular traffic across Great Northern tracks on Washburn Way. For clarity, each phase of this memorandum is considered and discussed separately.

1. ORIENTATION

Attached to this memorandum is a map of the Klamath Falls area, Exhibit A. Shown in color are the grade crossings with which the Great Northern Railway and Klamath County are immediately concerned. Also shown in color is the proposed relocation of a section of Anderson Avenue between Altamont Drive and Anderson Avenue and it is discussed later in this memorandum. The map also indicates the location of the State Secondary Highway and indicates the probable change in this Highway location or designation and the resulting change in the County road system.

2. AIR FORCE PLANNING AT KINGSLEY FIELD AND FINANCIAL PARTICIPATION IN OVERPASS

Attached hereto is the drawing of the proposed changes of the Air Force installation at Kingsley Field. This drawing is designated as Exhibit B. You will note that the entrances to the Base on the north end of the Base will be closed and the main entrance will be relocated on Washburn Way. The effect this will have on the traffic volume on Washburn Way is obvious.

The Commander of the local Base at Kingsley Field has been requested by the County Court to solicit funds through their higher authority to aid in the construction of an overpass on Washburn Way. A copy of this letter is attached and designated as Exhibit C. Subsequent to this request, the Commander of the Air Force at Kingsley Field made a formal request to the 25th Air Division and the Air Defense Command in which he states "I strongly request that Federal financial assistance be sought to alleviate the additional traffic burden imposed upon the County of Klamath Falls by the activation of this Base." Exhibit D of this memorandum is a copy of this request and a detailed supplement entitled "Access Road Needs".

Exhibit E of this memorandum is a copy of a previous memorandum sent to the County Court by the County Engineer on April 28, 1960 concerning a visit to the office of the County Engineer by authorities of the United States Air Force. This memorandum suggests that financial assistance in the overpass construction by Bureau of Public Roads, at Defense Department insistance, may be warranted.

3. ACTION OF OREGON STATE HIGHWAY COMMISSION

The Highway Commission has caused the Oregon State Highway Department to make a cost estimate of the overpass on Washburn Way. Cost estimates were prepared for a two lane structure and a four lane structure. At a meeting of the State Highway Commission held June 1, 1959 the three members of the State Highway Commission were in agreement that this was a project that would definitely have to be done, but done with relatively heavy local participation. The only deterrent to proceeding with the construction concerned the financing of the project. A tentative agreement was made between Klamath County and the State Highway Commission based upon Federal participation through the Air Force. The conclusion here is that the width of the overpass will be dependent upon the amount of Federal participation through the Air Force. It should also be noted that the Air Force was contacted at the request initially of the Oregon State Highway Commission.

4. PLANS OF KLAMATH COUNTY

The Klamath County Court has obligated itself to apportion sufficient FAS money in an amount that, when joined with the Great Northern Railway participation, would total $200,000 towards the construction of the Washburn Way overpass. The County Court has also agreed to acquire the necessary right of way for the structure and for widening Washburn Way to facilitate a four land highway. The cost of this property acquisition would be borne by Klamath County alone. The Court has also shown a desire to construct a bridge across the Klamath Irrigation District "A" canal at the north end of Washburn Way and acquire right of way for road construction to make a connection between the Kit Carson Road and the existing north end of Washburn Way. This of course means that the bridge and the road extension will allow traffic to travel very readily from the north end of the City of Klamath Falls and U.S. #97 into the Kingsley Field access area.

The County Court has also agreed to the closure of the Anderson Avenue grade crossing when an overpass is constructed across the Washburn Way railroad grade crossing. The closure of Anderson Avenue at the railroad crossing is conditional upon the construction of a two lane road between Anderson Avenue and Altamont Drive by the Great Northern Railway on right of way owned by them, and to be dedicated as a public road and accepted as a County road.

The County Court also proposes to exchange certain roads in this area with the State Highway Department. These exchanges are shown on Exhibit A and the purpose is obvious. If Washburn Way is to be made a State Secondary Highway, it becomes eligible for Federal and State funds. It is also obvious that the section of Washburn Way south of Laverne Avenue will be carrying the bulk of the traffic in the area no later than 1965. The exchange then is advantageous for both the State of Oregon and the County of Klamath.

5. GREAT NORTHERN RAILWAY COMPANY

The Great Northern Railway Company has obligated itself to join with Klamath County towards the financing of the cost of the overpass structure on Washburn Way to the extent that

Railroad and County participation will total $200,000. They have acquired also the right of way for the Anderson Avenue relocation and it is their plans to construct a County road during 1960 to provide access formally afforded by a through Anderson Avenue.

The above items are in addition to the expansion of their yard in the south Klamath Falls area and are necessitated by this yard expansion, work on which has already been started.

Information on the overpass contained in the Great Northern Railway F.U.D. application was intended as evidence that the railroad could not construct the overpass without financial assistance from other sources.

6. ESTIMATED COSTS OF THE OVERPASS STRUCTURE AT WASHBURN WAY

The State Highway Department has notified Klamath County that the cost of a two lane structure would amount to $266,700. A four lane structure would cost $423,600 based on the State Highway Department's estimates. Both of these costs are exclusive of right of way acquisition and reflect only actual construction costs.

7. TRAFFIC COUNTS

The Oregon State Highway Department technical report 59-1 "Traffic Volumes for 1958" indicated an average daily traffic volume of 610 vehicles on Washburn Way. It is significant to note that this identical amount of traffic was recorded also in 1957 and previously in 1956. In March of 1959, the Great Northern Railway placed a traffic counter on Washburn Way near their grade crossing. At that time, over a four and one half day period, the traffic count averaged 2,171 vehicles per day.

8. SUMMARY OF THE MEMORANDUM

There is no doubt that at least a two lane overpass will definitely be constructed. If Air Force participation in financing a structure is made available, serious consideration will be given to a four lane structure dependent on the amount of Air Force monies available and the availability of additional State Highway funds and additional monies from Klamath County and Great Northern Railway. The necessity for the overpass has been proven beyond any doubt.

9. RECOMMENDATION

I herewith urge that an ex parte permit to construct additional tracks as requested by Great Northern Railway be conditionally approved for a five year period with the understanding that construction on the overpass will be commenced within the five year period.

Respectfully submitted,

J. K. Kalinoski
County Engineer

APPROVED:
KLAMATH COUNTY COURT

_____
County Judge

_____
Commissioner

_____
Commissioner

ACKNOWLEDGMENT:

_____
Paul Craikshank, Supt. Great Northern Railway

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
H. S. COX

30 June 1960

Clarence Swenson, Engineer
County-City Relations
Oregon State Highway Department
Salem, Oregon

Dear Clarence:

As you know, Klamath County is contemplating construction of an overpass across a multi-track grade crossing on Washburn Way. This project is to be a County F. A. S. item and will be financed, at least in part, by the County under this plan. In connection with this proposed project, there are a number of considerations which must be determined or estimated as soon as possible.

Assuming the County informs your department that this project is to be scheduled as soon as possible, we are wondering about the time lapse between the order and the contract award by the State. This interim period would contain the time for acceptance by the Highway Commission, the design of the project and awarding of the contract by the State Highway Department.

In connection with this project, the Great Northern Railroad has committed themselves to financing a portion of the project and the County has made a request to the United States Air Force for additional assistance in the project. If the United States Air Force is to allocate funds, and depending upon the amount of the allocation, consideration will be given to a structure wider than two lanes. We feel we have three alternate types of designs to consider: the first being a two lane structure, the second being a full four lane structure, and the third being a four lane sub-structure and two lane pavement or roadway. The third alternative should be investigated in the event enough funds are available for this type of a structure but not enough for a full four lane strucutre. This would allow the overpass to be widened to accommodate four lanes of traffic in the future without a great deal of additional expense. We have cost estimates prepared by your office for a two lane structure and a four lane structure and I would like to request that these estimates be verified and I would also like to secure an estimate for the alternate type construction.

I hope to be in Salem the first part of next week and will try to see you to discuss this matter further. I am sending a copy of this letter to Norman Webb, an attorney for the Public Utilities Commission, for his information. They are concerned because the Great Northern Railroad has requested permission to construct additional grade crossings at this location. We feel that the permit will be granted only on the condition that the County builds this overpass. This, of course, justifies our concern about the construction and the time involved.

Very truly yours,

J. R. KALINOSKI
County Engineer

RECEIVED

FORM E-123-X 7M 1-60

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 19, 1960

Mr. Jonel C. Hill
Public Utility Comaissioner
Public Service Building
Salem, Oregon

Re: Pur 369 - Washburn Way G-Xing
near Klamath Falls
Great Northern Railway Co.
Klamath County

Dear Sir:

Herewith I hand you four copies of answer of the State Highway Commission in the above titled matter, your Docket No. SXF-127.

Two of the copies are for service upon Great Northern Railway Company and one copy is for service upon Klamath County.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift

Pux 369

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of Great Northern Railway Company for authority to construct four additional tracks at grade and to remove one track at grade across a certain highway known as Washburn Way near Klamath Falls, Klamath County, Oregon, in the S.W. quarter of the S.W. quarter of Section 10, the S.E. quarter of S.E. quarter of Section 9, Township 39 South, Range 9 East of Willamette Meridian.

No. SXF-127

ANSWER OF

OREGON STATE HIGHWAY COMMISSION

Comes now the State of Oregon, by and through its State Highway Commission, Respondent, and for its answer to the application in the above entitled cause and matter respectfully represents:

I

That the said crossing is not on any county road or highway under the jurisdiction or supervision of the State Highway Commission and no objection is made to the issuance of such order or orders as may be just and proper.

Dated at Salem, Oregon, this 19th day of April, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission

that they also desire completion of the Westport end of the section. Chairman McIver thanked the delegation for bringing the matter to the Commission's attention.

1:45 D

The Klamath County Court appeared before the Commission regarding (1) proposed construction of Washburn Way-Great Northern Overcrossing structure; (2) Chiloquin-Sprague River Highway as a state secondary highway; and (3) proposed Orendale Draw route of Klamath Lake Secondary Highway. The following appeared: Frank Ganong and E. W. Gowen, Klamath County Commissioners, and Francis Landrum, Chairman of Roads and Highway Committee of Klamath County Chamber of Commerce, all from Klamath Falls. Mr. Ganong acted as spokesman and introduced the members of his delegation. He requested designation as a state secondary highway of the 34.3-mile Klamath County Road (FAS 429), known as the Sprague River Road, which extends from the Lakeview-Klamath Falls Highway, ORE 66, to The Dalles-California Highway, US 97. Their reasons for requesting such designation are (1) it is a vital link between two state highways -- US 97 and ORE 66; (2) this highway is used by a large portion of the commercial and private traffic traveling from Lake County to the Willamette Highway; and (3) as a result of the break-up of the Indian Reservation, Klamath County will be taking over many miles of Indian Service roads which will put an increased burden on the County's road funds. He also requested that the State rebuild the fifteen-mile section of ORE 230, East Diamond Lake Secondary Highway, between The Dalles-California Highway and the Crater Lake Junction to standards which would allow the transporting of full legal load limits over this highway. The Umpqua National Forest Supervisors, he explained, have indicated that there will be a cut of about 60 to 70 million feet of lumber a year, and about 60 percent of it will be available to the Klamath Falls area. At the present time, he pointed out, there is a 40,000 pound load limit on the East Diamond Lake Highway, such load limit being necessary because the highway was built for light tourist traffic. To compete with Douglas County and the western valley, he continued, this highway must be reconstructed to standards which will allow it to be used for the removal of timber. Mr. Landrum thanked the Commission for the money allocated to their area, particularly to the Lake of the Woods Highway. He requested the Commission to authorize a survey and acquire right of way for the proposed Orendale Draw route of the Klamath Lake Secondary Highway, which is a short section of highway that will connect the junction of US 97 and ORE 66. In his opinion, when the Lake of the Woods Highway is completed, that section will be an integral part of it. Regarding the proposed Washburn Way-Great Northern Overcrossing structure, he advised that the revised estimate for a two-lane structure totals $291,000, excluding $75,000 for right of way. Although Klamath County will furnish the necessary right of way and both the County and the Great Northern Railroad have committed themselves to contribute construction funds for the project, there still remains a deficit of $65,000, which amount, he stated, the County is requesting the State to provide. The County, he continued, is willing

to enter into an agreement with the State covering the transfer of roads affected by the project, and the Great Northern Railroad is anxious for construction of the project so it can secure more yard space. The Engineer pointed out that while there is a bad situation at the crossing of the railroad tracks, nevertheless this road is not on the State Highway System; however, the Commission by agreement with the County could provide these funds from Federal-aid Secondary money, but some other much needed project in Division 4 would be deprived of that amount of money. Commissioner Jackson suggested that the County make contact with the proper Air Force personnel to ascertain whether the Military could provide the needed $65,000 for the project. As to the County's other requests, Chairman McIver advised the delegation that the Commission will consider them; however, the Commission is making no commitments. He expressed thanks to the delegation for their presentation. 11:45 D

The Engineer brought to the Commission's attention the matter of expending $50,000 for the construction of a road from Owyhee Dam southerly into Owyhee Lake Park, Malheur County, for as many miles as the expenditure will permit, such sum to be allocated from unexpended funds. The construction, he added, will be performed as early in 1960 as arrangements can be worked out, and he recommended approval of the project. The Commission approved the expenditure as recommended. NOA

There being no further business to come before the Commission, the meeting was declared adjourned at 12:20 p.m.

_____

_____ _____
State Highway Engineer Chairman

_____
Commissioner

_____ _____
Secretary Commissioner

RECEIVED
JAN 27 1960
FOR FILING

January 27, 1960

County Court of Klamath County
Klamath Falls, Oregon

Gentlemen:

Mr. Francis S. Landrum called me the other day and asked that we furnish to the Klamath County Court the estimate of cost for a two-lane structure overcrossing the railroad tracks on Washburn Way at Klamath Falls. After checking our records, we find that we have already furnished to you a map on which was estimated both a four-lane and a two-lane facility. The total estimate of cost for the section, including the overcrossing structure, was $523,600 for a four-lane facility and $366,700 for a two-lane facility. The actual estimated structural cost only, which structure crosses over nine tracks, is $275,000 for a four-lane structure and $165,000 for a two-lane structure.

We will have a map available for you when you arrive for a meeting with the Highway Commission Friday, and if you require additional information I am quite certain we can furnish it to you at that time.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

cc Mr. Forrest Cooper

RECEIVED
APR 29 1959
FOR FILING
Const.
Grade Hwy
Pu X-369

April 29, 1959

Honorable Robert Walker
County Judge
County Court House
Klamath Falls, Oregon

Dear Judge Walker:

As per your request, I am sending herewith a sketch map showing various plans and estimates for the railroad crossings in Klamath Falls.

The Washburn Way plan is a four-lane section with the crossing structure of the Great Northern Railroad providing clearance for nine railroad tracks. Information for the crossings was received from the aforementioned railroad company.

On the Washburn Way estimate you will notice a present right-of-way cost of $75,000 with a future cost, if delayed, of an additional $25,000. According to our right-of-way appraiser, there are some improvements being made along Washburn Way and unless right of way is purchased soon, these improvements would add the additional cost.

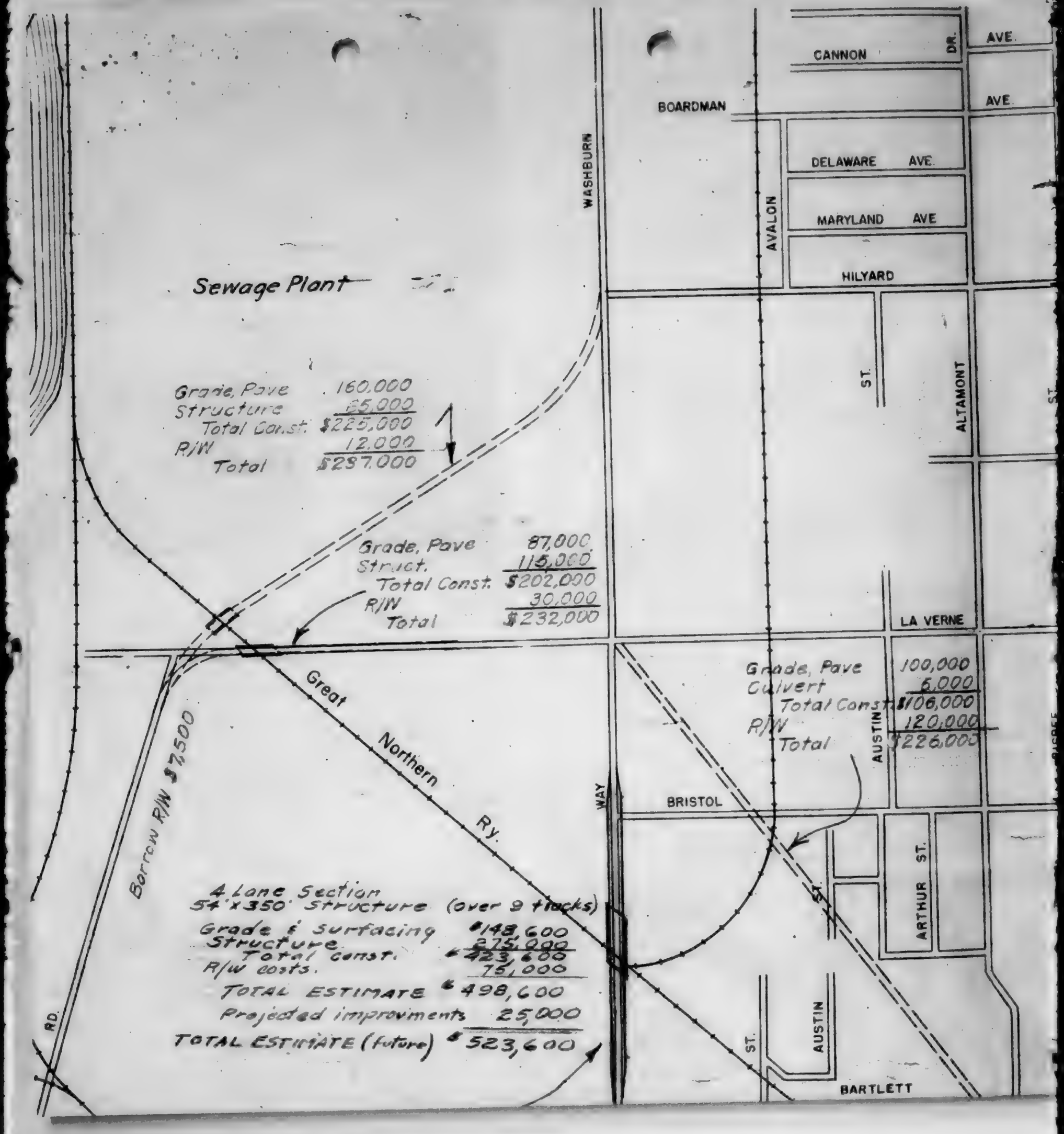
Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

DMS:jp:ae


Sewage Plant
Grade, Pave 160,000
Structure 65,000
Total Const. $225,000
R/W 12,000
Total $237,000
Grade, Pave 87,000
Struct. 115,000
Total Const. $202,000
R/W 30,000
Total $232,000
4 Lane Section
54' x 350' Structure (over 2 tracks)
Grade & surfacing $148,600
Structure 275,000
Total const. $423,600
R/W costs. 75,000
TOTAL ESTIMATE $498,600
Projected improvements 25,000
TOTAL ESTIMATE (future) $523,600
Borrow R/W $7,500
Great Northern Ry.
Grade, Pave 100,000
Culvert 6,000
Total Const. $106,000
R/W 120,000
Total $226,000
WASHBURN
AVALON
BOARDMAN
CANNON DR.
AVE.
DELAWARE AVE.
MARYLAND AVE
HILYARD
ST.
ALTAMONT
LA VERNE
AUSTIN
BRISTOL
WAY
ARTHUR ST.
AUSTIN
BARTLETT
RD.

DR.
AVE.
AVE.
AVE.
AVE.
AVE.
ALTAMONT
ST.
ST.
AVE.
CREST
AVE.
BISBEE
AVE.
BROOKLYN
HORAL
LANE
ST.
MACK AVE
EZELL AVE.
DERBY
SUMMERS
DENVER
CLINTON
STURDEVANT AVE.
LANE
FARGO
CANNON AVE.
BOARDMAN AVE.
PECK
THOMPSON
DR.
HOPE
HILYARD
AVE.
WINTERS AVE.
LA VERNE AVE.
AVE.
BRISTOL AVE.
BARRY AVE.
BARTLETT AVE.
WIARD
ST.
KANE
DELAWARE
HOMEDAL
WALTON
HARLAN
ROAD

KLAMATH FALLS
1" = 800'

Total $237,000

Grade, Pave 87,000
Struct. 115,000
Total Const. $202,000
R/W 30,000
Total $232,000

Great Northern Ry.

Borrow R/W $7,500

4 Lane Section
54' x 350' structure (over 9 tracks)
Grade & surfacing $148,600
Structure 275,000
Total const. $423,600
R/W costs. 75,000
TOTAL ESTIMATE $498,600
Projected improvements 25,000
TOTAL ESTIMATE (future) $523,600

Grade, Pave 100,000
Culvert 6,000
Total Const. $106,000
R/W 120,000
Total $226,000

LA VERNE
BRISTOL
BARTLETT
ANDERSON
AUSTIN
ARTHUR ST.
WASHBURN
AVALON
ALTAMONT
DR.
ST.
WAY
RD.
S. P. Co.

AVE.
DE
SUMMEI
DENVER
AVE.
HARLAN
WINTERS AVE.
CREST
AVE.
LA VERNE AVE.
BISBEE
CLINTON
AVE.
WIARD
BRISTOL AVE.
AVE.
LANE
ROAD
BROOKLYN
BARRY AVE.
STURDEVANT AVE.
HORAL
KLAMATH FALLS
1" = 800'
BARTLETT AVE.
GETTLE
AVE.
Grade, Pave 119,500
Struct. 79,000
Total Const. 198,500
R/W 120,000
Total 318,500
DR.
SUMMERS
FARGO
HOMEDALE
SELMA AVE.
ALTAMONT
JOHNS
AVE.

FORM 0041

GREAT NORTHERN RAILWAY COMPANY

OFFICE OF DIVISION SUPERINTENDENT

Klamath Falls, Oregon
March 27, 1959

973-A

Mr. Robert Walker
County Judge
County Court House
Klamath Falls, Oregon

Dear Sir:

This letter is in reference to several questions posed by the Court, in connection with the plans to eliminate several of the hazardous grade crossings in the vicinity of our South Klamath yard.

Under our present proposals for yard expansion, we plan to extend, in an eastwardly (compass direction) two of our tracks that presently terminate just west of Anderson Avenue, to a point just west of Altamont, or a distance of approximately 1300 feet. We would therefore not plan, within the foreseeable future or possibly the next twenty years, to place any more tracks across Altamont, and would restrict our operations to the east side of Altamont. There will, of course, be certain moves across Altamont with trains arriving and departing, and also several switch moves.

In the foreseeable future, we could possibly place at Washburn Way one additional track on each side of the tracks which are presently in place, and, of course, would require a certain amount of space of lesser height than that required over top of the rails for visibility and a small private road; however this additional space could be accomplished under the descending grade of the bridge on either side, if it were decided to place an overpass at this location.

At present, at Midland Road there are two tracks, and the maximum tracks in the foreseeable future would be one on each side of the present tracks. Therefore, with the above restrictions, our future enlargement of the yard would be limited to the area between Midland Road and Altamont. Of course, in our figuring, we are hopeful that Anderson Avenue will be able to be closed off as far as the railroad crossing is concerned.

If there are any other questions with which I can be of any assistance, please do not hesitate to call on us.

Sincerely yours,

P. F. Cruikshank
Superintendent

Form B-6b-1965

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET SHEET ____ OF ____ SHEETS

WASHBURN ST – OXING OF
GREAT NORTHERN R.R. YARDS
KLAMATH FALLS

FEEL
3/26/67

ITEM	→	UNIT	QUAN	ALLOW	NET	PRICE	COST	
Emb in place		C.Y.	105,160	10%	115665		62,006	
Base	—	TON	8606		9555		19,110	
3/4-0	—	Ton	1132		1245		2615	
Water	—	Mgal	257		283		849	
A-C		Ton	2158		2374		26,114	
Bindr.	Agg	Ton	126		139		452	
"	Asph	Ton	14		15.4		924	
Guard	rail	Lin ft.	2030		2200		6600	
Sight	Posts	Each	8		10		50	
				± E&C 22%			123,800	
							$	148,600
OXING STR (OVER 9 TRACKS)		850' X 54' (Steel)					$	275,000
				TOTAL EST →			$	423,600
R/W COST AS OF NOW							$	75,000
				TOTAL EST (NOW)			$	498,600
				When projected improvements are completed			+	25,000
				TOTAL EST (FUTURE)			$	523,600

Traffic Count 3/27

Altamont 2/20 - 3/2

10 days 16769 - Average 1677
peak day 2/27 Airburn - 2980

Midland 3/2 - 3/11

9 days 10442 - Average 1161
peak day 3/10 - 1556

Hawkinsville Hwy 3/16 - 3/23

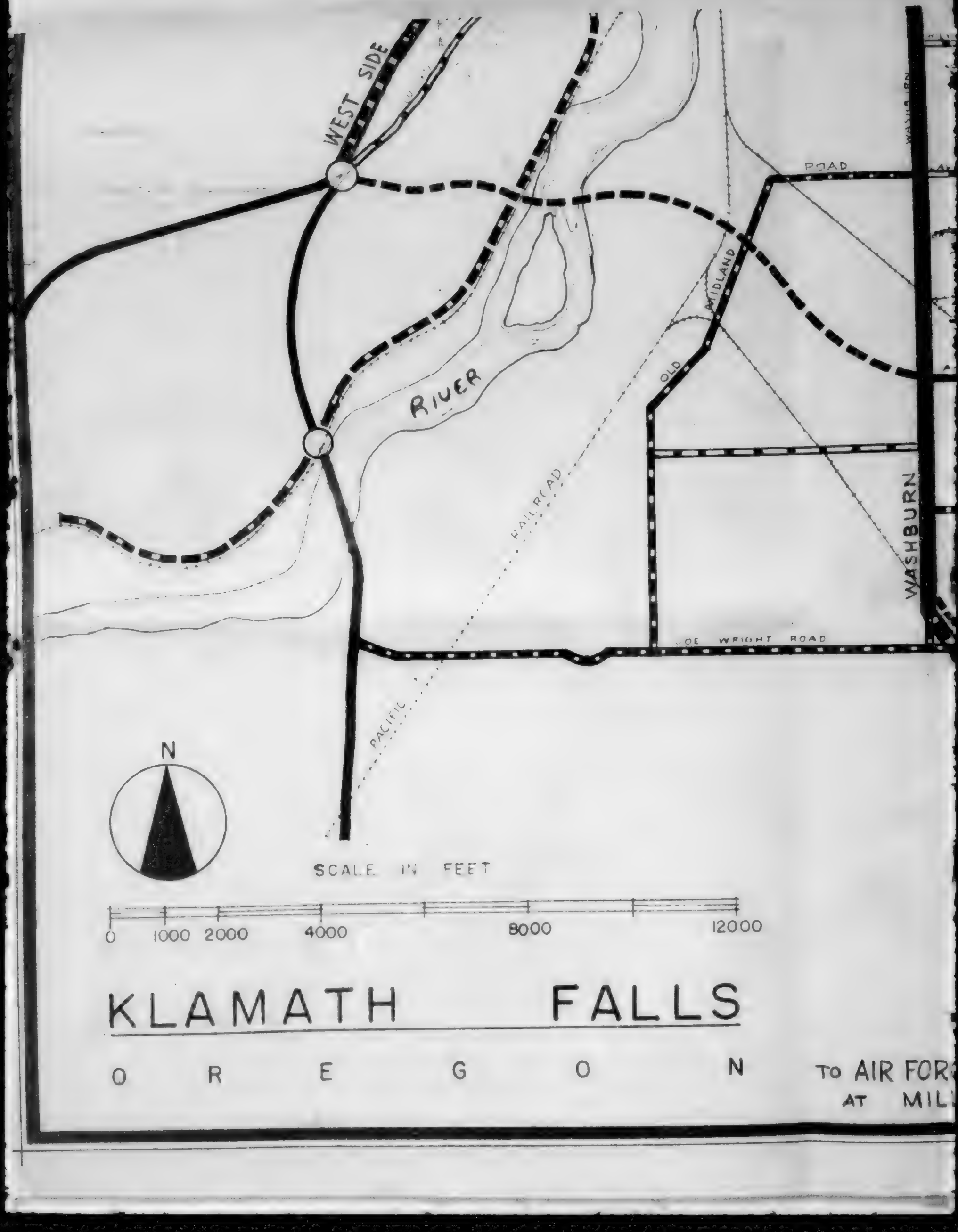
7 days 13377 - Average 1911

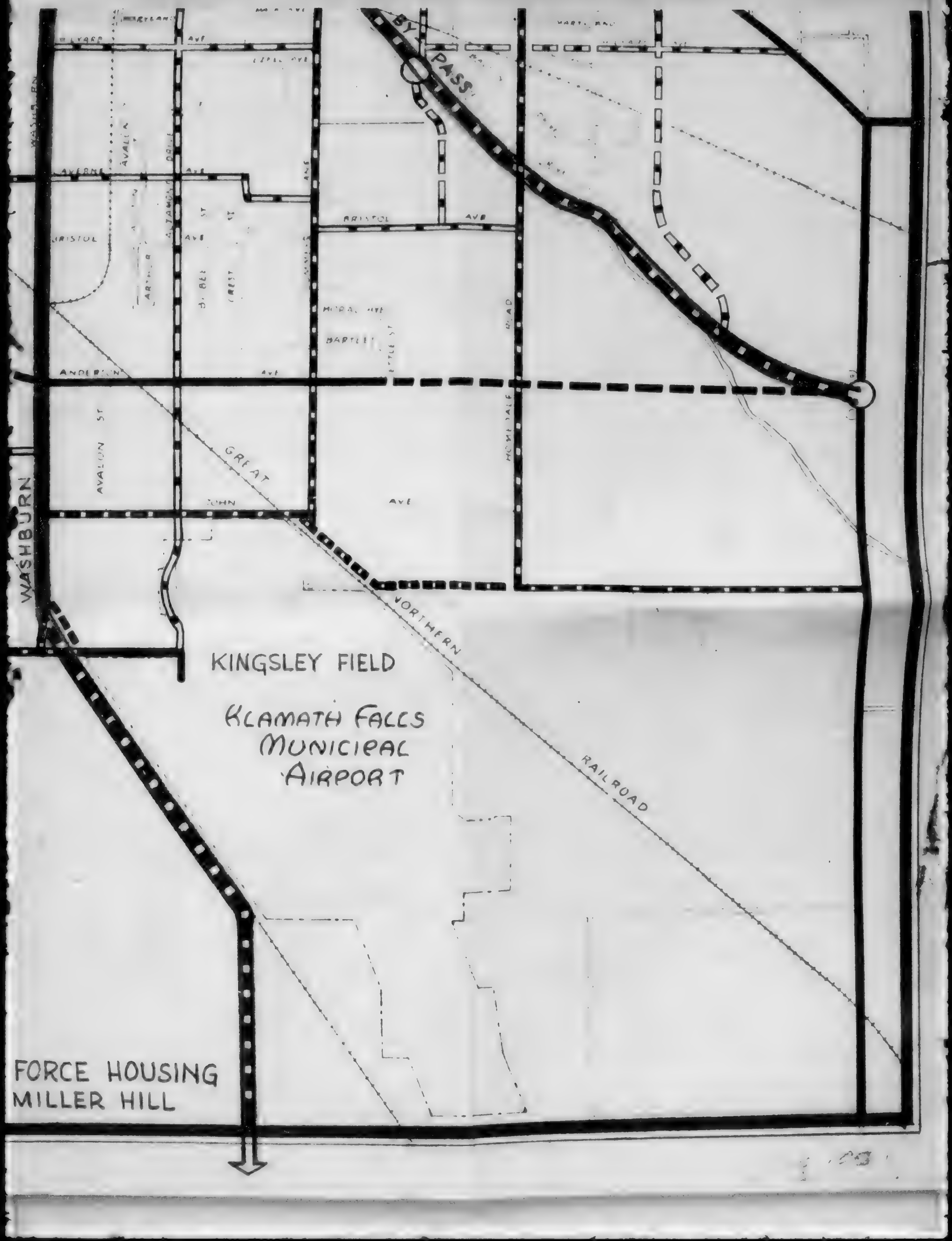
CITY LIMITS
MOORE
PARK
CITY LIMITS
LAKE
EWAUNA
BY-PASS
WAY

PRELIMINARY ARTERIAL PLAN

	MAJOR ARTERIAL AND FREEWAY	MINOR ARTERIAL AND SERVICE	COLLECTOR
EXISTING	———	———	———
PROPOSED	- - - - -	- - - - -	- - - - -

○ INTERSECTIONS NEEDING FURTHER STUDY


WEST SIDE
RIVER
RAILROAD
OLD
MIDLAND
ROAD
WASHBURN
JOE WRIGHT ROAD
PACIFIC
N
SCALE IN FEET
0
1000
2000
4000
8000
12000
KLAMATH FALLS
O R E G O N
TO AIR FOR
AT MIL


BY PASS
WASHBURN
AVALON ST
BRISTOL AVE
ANDERSON AVE
MORAL AVE
BARTLETT
STYLE ST
HOME DALE
ROAD
GREAT
JOHN
AVE
NORTHERN
RAILROAD
KINGSLEY FIELD
KLAMATH FALLS
MUNICIPAL
AIRPORT
FORCE HOUSING
MILLER HILL

H.B. 78+93.1

79+22 Telephone Booth (R. R. Pole 40' R.

H.B. 77+37.6

COUNTY ROAD

H.B. 75+80.8

75+65 Pole

73+78 Pole

G.N.Ry. & C.I. Impedance
M.P. 58.36 Jr. 58-6

73+C.I.

78+62 F.C.

Fence

Roadway

Extend No 8 & No 9 Tracks 13'

To Altamont Ave

To Bieber

50'

50

125

18" Corr. I.P. 32' Lg.

S.R. 6652

24" Corr. I. Pipe 54' Lg.

18" Corr. I. 40' Long

91+28 F.C.

82+38 Fl. P.

84+00 W. Post

80+82 52' 24" Corr. I.P. No 1.53

80+40 County Road Crossing-3 Pvd - No 10 B-1.5

80+33 X-ing Sidewalk

80+15 F.C.

79+93 54'-24" Corr. I.P. No 1.51

H.B. 75+80.8

6

ROAD

5

4

20'

40'

40'

Fence

S. R. 6124

1110'

125'

8

Fence

Street to be vacated

Fence

H.B. 73+63.9

75+15 Fl. P.

H.B. 68+39.9=0+00

Geod. P.C.

"9 Turnout Δ = 6°22'

0+81 H.F. & B.C.

7°30' C. Δ=1°48'

+05 P.C.C.

AVALON

Culvert 40' Long

WFH CLEANOUT

T

Y

G

75+65 Pole

74+35 Pole

73+04 Pole

71+65 Pole

70+34 F.C.

70+23 Pole

Fence

69+79 F.C.

69+40-120'-24" Corr. I.P.

69+00 Public Road Crossing - No 10B-1-3

68+99 Pole 72' R

68+62 140' Corr. I.P. No 1.30 30"

67+83 Pole 86' R

No 1.31 (15'x20' Wood Flume on West)

No 1.30

160

14'

14'

14'

TO 25

25 TO 02 - INCLUSIVE TRACT

02

WASHBURN WAY

ALTAMONT

34

33

30 CARS

TRACK 2

AVALON ST.

Fence

30.

412.2

Floodlight Tower #81

395'

25

30'

18'

10°C.
A: 79°35'
T: 477.84
L.C. 795.83

Br.36 M.-1.2B-42 Long

E.B.60+32

E.B.60+77

60+33.9

Tel. Pole 67+48
H.B.60+48.1

H.B.58+44.35

61+04 30" Corr. l. Pipe 194 long N° 1.16

59+65 30" Corr. l. Pipe 184 long N° 1.13

BRIDGE N° 12
60+35-5'x8'x136' Con. Culv.
AFE. 62677/1942

Permit # 5321S — W.F.E. Co.
Cor. Body — 7:20 'SI

62+87 Pole

64+13 Pole

66+45 Pole

AIR # 1406 CAMDEN

EXTEND 79th

27

Tel. Pole

Crossover reversed & placed between Pass.Tr. & M.L.
A.F.E. 58021 - C-5-56

Portion of Wye Trks. raised with ref. rail A.F.E. 58021 - C-5-56

H.B. 54+10

H.B. 54+77.7

365.1'

H.B. 56+58.1

H.B. 58+44.35

H.B. 57+47.5

Sp. R. Frog

186' Crossover
A.F.E. B7108-55

Pump No.

52+72

52+88 - 12" Drilled well - A.F.E. 73934-1947

Permit ~ C.C. Kelly
Roadway ~ 2-20-48

Water Standpipe Removed
A.F.E. B-5018 55

County Road
Crossing No. B" Order No. 1981
Approved by Ore. P.U. Comm. Sept. 9, 1931
Memo No. 367.31

Permit No. C0639 Ore. Water Corp
12" Water Pipe @ 17 52

54+37 24" Corr. I.P. 160' lg. No 1.03
(Orig. Application No.)

M.L. 54+82.5 Public Crossing 24' Plk. - No 10B - 1.0
X'ing No B

H.B. 54+99.3 55+05 @ 24' Plk. X-ing Trk No 9

55+13 24" Corr. I.P. 192' lg. No 1.05
55+17 @ 24' Plk X'ing Trk. No 10

55+50.5 X-ing Sign 56' Rt.
@ 55+44.4 = 0+00

50+46 36" Corr. I. Pipe 416' long

ADDITIONAL RIGHT OF WAY

54+93 @ 24' Plk X'ing Trk No 8

Approx. 4234.99 Trk from 72 to Cross X'ings, 6-1/2 57

H.B. 9+84 = Opp. M.L. Sta. 56+88

2+03.7 B.C.

125'

72' RADIUS

TANGENTS

248.9'

L = 10.5

368'

Light Pole (Steel-Wood)

F.O. Pump House 12'x14'

52+40 Water Tank
50000 gal.

52+18 Oil Tank
18500 gal.

Coal Ho.
Sand Ho.

H.B. 51+26.5

12'x90' Sand House (10' out)

U.S. Trans. Sta. (11KV-2300V) Pole

12'x14' Tool Ho. (11' out)

12'x14' Tool Ho.

18'-20' Tool Ho.

H.B. 50+21.1

8'-10' Sect. Oil Ho. (13' out)

9 10 15 16

30. 30.

Note:-
Main Line Switches No 11 - 90*. A
Rail mixed S.H. 90* and 75*.
(Supt's Statement Feb. 1, 19
12 CAR
42 CAR
15 CAR
48 CAR
100
73.5
PROPOSED ROADWAY FOR
97.3
222
176
182
132
6" C.I. Water Pipe
2300 Volt
Sand Spur extended A.F.E. 36160
Oil Stand pipe removed A.F.E. - 58797
12000 Gal. Oil Sump removed AFE. 57946 - 1-23-40
8'x10' Sect. Oil No. (133 out)
18"x20' Tool No.
H.B. 50+21.1

11-90#. All others #9.
and 75#. Solid Tieplated.
nt Feb. 1, 1938)

Permit No 60442 - The Pacific T. & T. Co.
Contact on 27 Rg. P. & U.G Xing 2-7-56

38+34.5 Pole 64.0'R.

36+96 Pole 73.8'R.

35+66.2 Pole 83.4'R.

34+38.5 Pole 88.2'R.

33+30 Batt Box. 56'-out.

Arch. Soft AFE 58915
Valve Test Rock)

18' Brick Saw House
66920

A.R.# 4550

42 CARS
42 CARS
45 CARS
48 CARS

WAY FOR STORING CARS

3192.7' to 2
2908.4' to 2
2714.2' to 2
2519.6 to 2
2324' to 2

2247.7' to East Line Sec. 9

Cons. AFE 89451

739'

H.B. to H.B. 1159'

Ld. Trk H.B. to H.B. 1036'

151'

151.6'

49

N°9

230' Volt Power Line

(AFE 84661; 1984)

317

1346' to H.B. Store Hd. Trk

Oil Column

Oil No. #6

Hose House

H.P. Steam in oil Pipe

215

378'

379'

Pump No. 12" Front Box

#20

Tank #43

1948 Westing Engines

Oil Sump

6" Water Line

Steam Blowoff

ENGINE HOUSE

Pits #3

Tool Room

Boiler

Locker Room 30

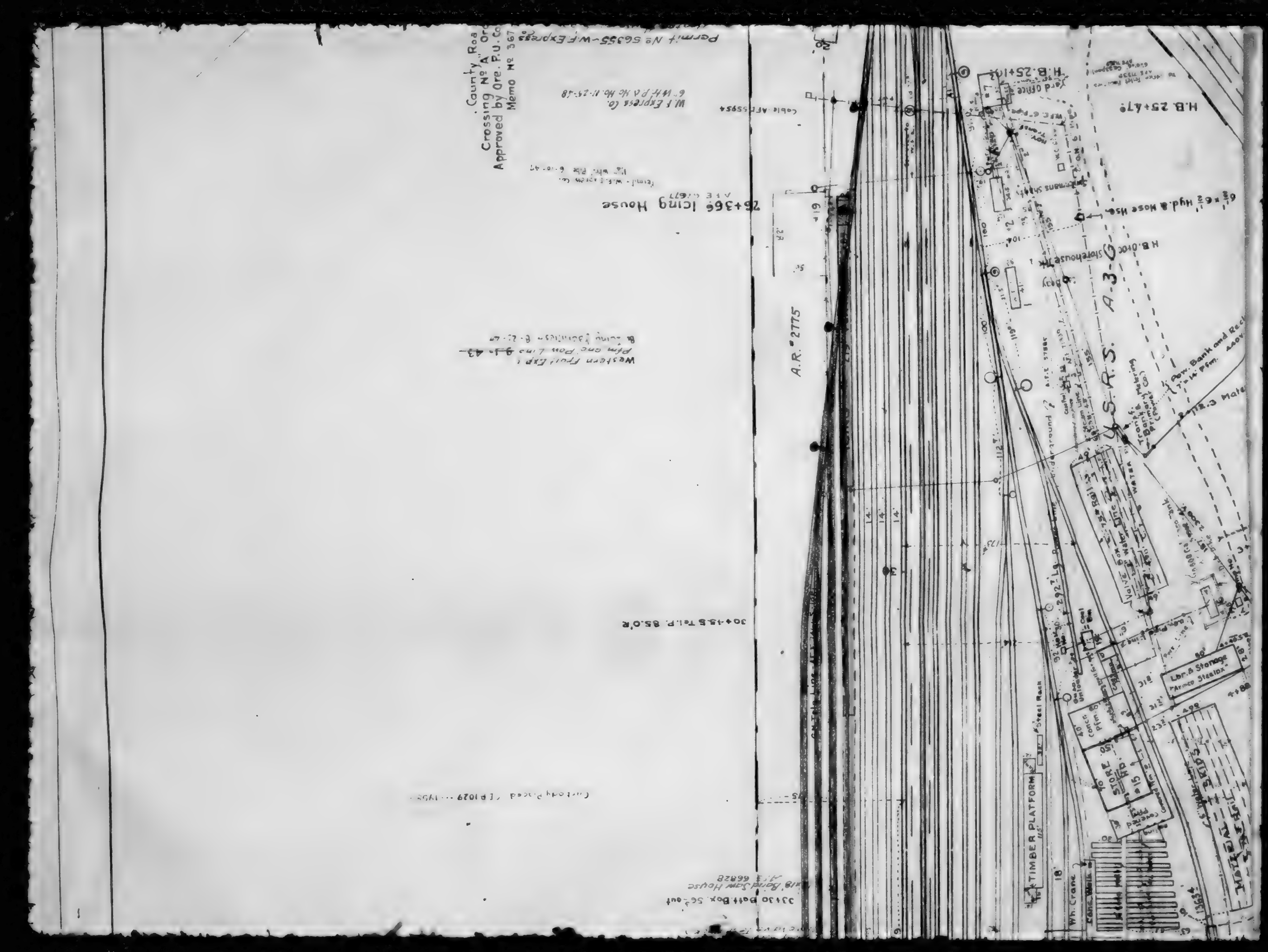
Wh. Crane

Cons. Walk

260

1363.4'

18'
14'
14'
14'
14'
20'
18'
27'
18'
18'
8'


A.R. #2775
U.S.R.S. A-3-G
H.B. 25+47±
H.B. 25+10±
H.B. 0+00
Shortening Track
Shortening Track
Shortening Track

Ity Road
Nº A" Order Nº 1981
re. P.U. Comm. Sept. 9 1931
Nº 367-31
Permit Nº 56355-W.F. Express Co.
Heater House -5-5-53
H.B. 24+50.9
H.B. 23+25.3
H.B. 23+25.3
Permit No. 63250-Pac. Tel. & Tel. Co.
2 A & Attachments to 5 BN Poles-2-13-58
H.B. 21+99.5
4" Corr. I. Pipe Xing. Nº 0.41
21+53 Flashing Signal AFE. 50604 11-11-58
21+40 Public Crossing 37.8' Plank-NO.108-0.3
(Single Track System)
XING Nº A"
EF 21+20 24" Corr. I. Pipe 88' lg. Nº 0.40
21+05 Meter Case
H.B. 20+59.0
S.P. #930
PROPOSED GRADE TO OVERPASS
30'
H.B. 18+10.6
H.B. Opp. 19+17.6
234
Radio Antenna
Floodlight Tower Nº 2
16' Gate
N. 52° 45' W.
173.1'
102.5'
125'
N. 32° 15' W.
222.1'
H.B. 25+11.2
H.B. 24+12.7
H.B. 23+15.8
H.B. 22+17.9
H.B. 20+89.2
20°C.
"F" LATERAL
21+80 Flashing Signal
32'-18" x 29" Corr. M.P. Arch. Culv.
Distant Sign
42'-18" x 29" Corr.
Crossing Signals & Signs AFE. 50604-11-11-58
2 Floodlight Towers placed-AFE 90042, 1958
Radio Antenna installed on Floodlight Tower Nº 2-AFE 89872, 1958

To Shaw-Bertram Mill

Agreement 2-3-46 Cancellation of Warren Co. Spur 5-6-45
L.D. 35354-a

Spur Track Agreement 5-16-45
Klamath Livestock Com. Co L.D. 35354 [illegible] L.D. 9632

Klamath Livestock Spur A.F.E. 70709

Shaw-Bertram

400'

Match Line for Sheet No. 2A

Stockyard

250'

H.B. 17+55.5 = 0.00 Spur

Sta. 12+97.9 H.B.

A.R. 249

Easement 17' wide for spur 571.5' lg
From Klamath Livestock Co. - A.R. No. 40

A.R.

336.1'±

45'±

50'

15'

15'

50'

No. 11

No. 11 Crossover

90'

16' Gate

9+95.4 E.C.

12+46 Batt. Box 9' L.

Lyle

SOUTHERN PACIFIC
To San Francisco
3+69 30" Corr. l. Pipe 36' long
3+12 Signal Tower 6' high
5°00'C.
Δ=42°20'
5°
Sta. 3+12 Bore
3+46 Blower Pipe
3+38.5 Semaphore
Long-Bell-Lbr.Co.-Blower
Permit 9-15-37
G.N.-S.P. Ownership Sign
Long of G.N. Track
Box
Bent
Sta. 5+87 - The Calif.-Ore. Pwr. Co.
Sta. 7+15.5+
47°06
P.I. 88.13
154.9
30' Strip reserved for Road
Memo 210-31
A.R. No 3740
A.R. No 4089
549
No 11
2850
50'
90'

SUBDIVISION OF
ALTAMONT

TRACT

ALTAMONT DRIVE

14
13
12
11
18
17

X4-402-1

OF

A X C H

10

9

1+0

12" Wood Brid

IRRIGATION

A-3

U.S.R.S.

5

6

7

8

1

2

3

4

6

SECOND

ST.

(A SUBDIVISION OF TRACTS 5, 17, 18, 19, 20 AND 21 OF ALTAMONT RANCH TRACTS)

ALTAMONT GARDENS

9

10

11

12

13

14

5

6

7

8

4

5

FIRST

ST.

11

10

9

8

2

CANAL

A.R. #1406

A.R. #1336

A.R. #1336

A.R. #1336

A.R. #1264
11-8-39

E.C. 9+00.8

H.B. 9+83! So. Leg

9+62.9 P.C.C.

7°30' C. 1350 ft. Clear Δ=7°30' 10° C.

9+86.9 E.C. & H.F.

#9 Turnout Δ=6°22'

= H.B. 10+67.9 N. Leg (Relayed under Aft

11+03.6 R.C.

9°11' 40" C.
Δ=12°21'

12+37.9 R.C.C.

30'

14+24 - F.C. 24' Lt.

1+30 Clearance Point

25'

H.B. 15+43.9 = 0+00 Cleanout Tra

Ditch

25'

18+81 - E.F. 25' Rt.

19+11 - F.C. 18' Lt.

10

5

6

4

3

2

7

Portion of Wye Trks. relaid with 90# rail AFE. 68366-'44

A.R. # 1406

ADAMS

ANTX ROAD

Conc. Pedestals under Water Tank & Frost Box, below ground AFE. 68366-'44.

...der AFE-87846-'57)

Q.C.D. from U.S.A. for various lr
in the S.E. ¼ of Sec. 9, T. 39S., R.

...nout Track (Relayed under AFE-87846-'57)

2° 45' C.
Δ-27°28' 30"

SIXTH AVE.

12

Match Line — 3282-2

ROAD

330

2226 to 1/4 Line

various Irrig. Lateral R. of Ws.
9. T. 39S., R. 9 E. W.M. - AR. No 3827

20' 20'

SEC. 9, T. 39 S., R. 9 E. W.M.
SEC. 10, " 39 " " 9 " "

12

11

330°

Dept. Sq. end of Pump No. A.F.E. 68538-45

Pow. & Lgt. Feeders to Fire Pumps

6500 Gal. Oil Tank A.F.E. EE1124-43

Lidgerwood in shelter for turning three- A.F.E.

Baleador

12000 Gal. Fuel Oil Su

Septic Tank

Power House

Slough

Pump Ho. Sump

Pump House

Pump House Sump

Pump House Sump

Pump House Sump

MARKET ROAD

MIDLAND ROAD

A.F.E. Nº 77095 - Extension of 6" water pipe May 15, 1949

53

End of Engine No. 33+80

20' Paved Crossing (Flange Heels)

60' - 12" Conc. M. P. Culv. under Road AFE 90352-'58

GARAGE 180.3'

GARAGE 180.3'

Material Shed, 25' out

Material Shed, 25' out.

60' - 12" Conc. M. P. Culv. under Roadway AFE 90352-'58

and Re-closure sta. 240V. to Rip Trk.

Radio Antenna installed on Floodlight Tower #12 - AFE 89872, 1950

C. W. Eberline

55

55

54

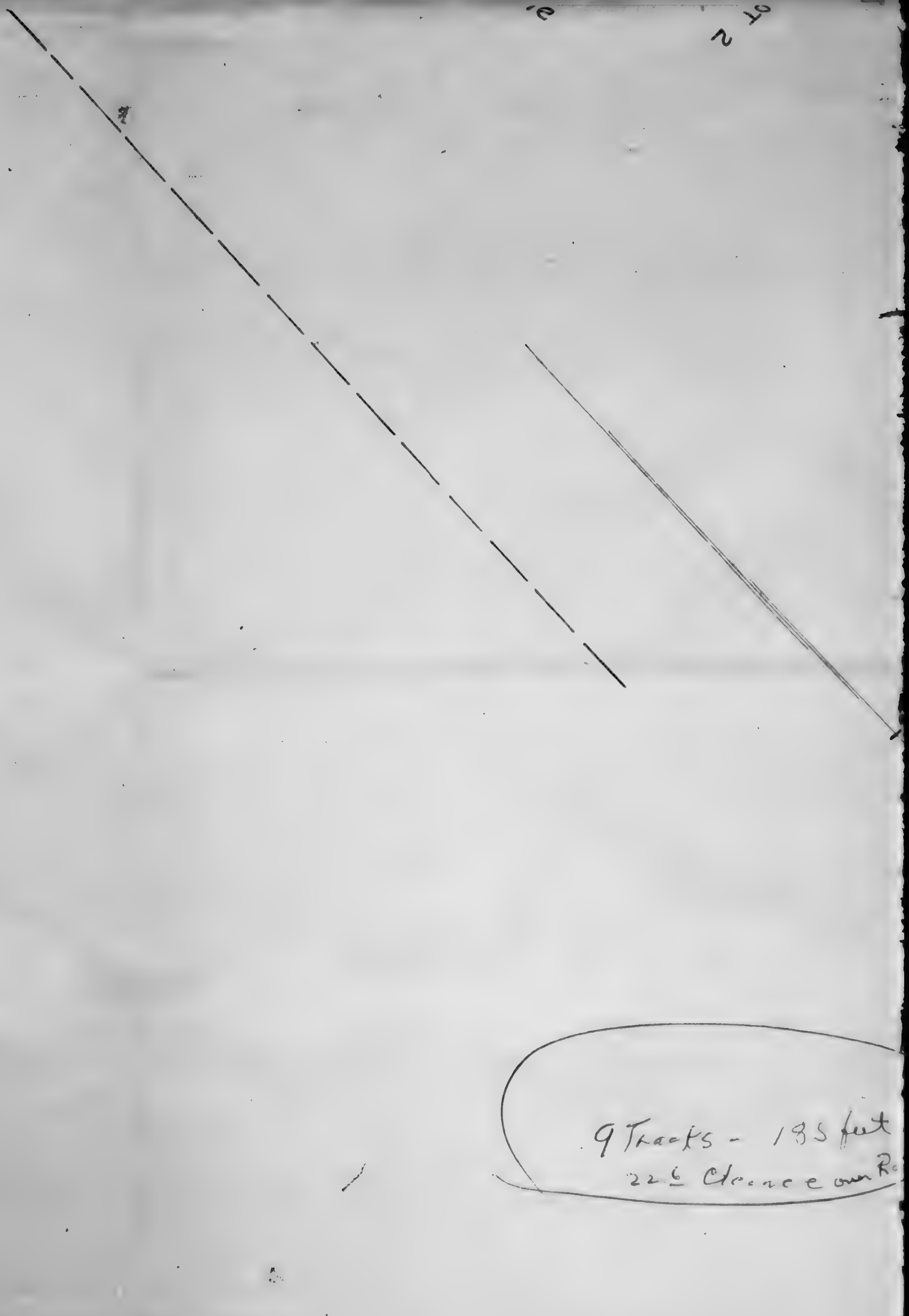
Fluorescent Lgts. in Yd. Off. - AFE. 68336; 4-18-44

y 15, 1949

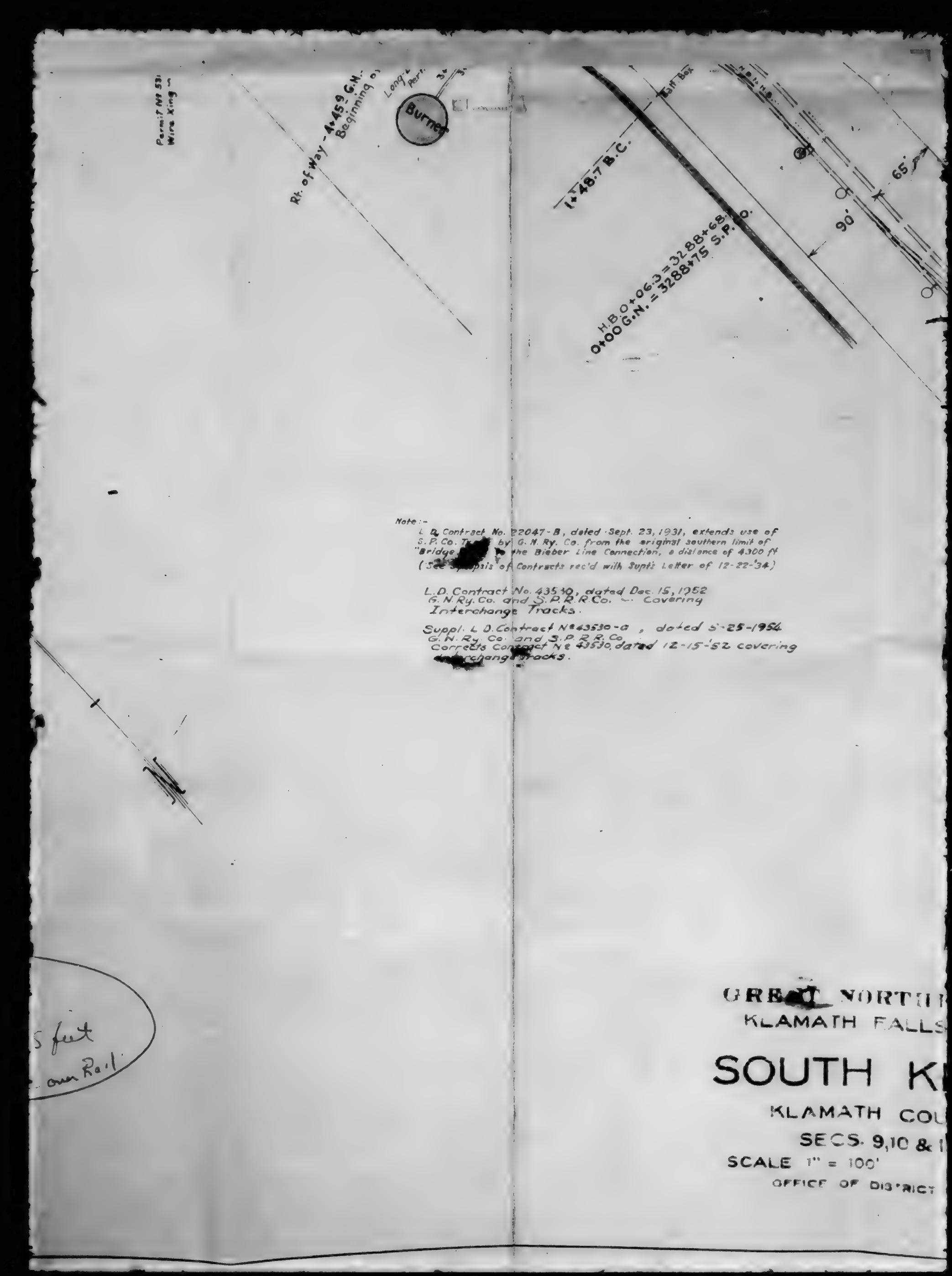
R P R I S E

T R A C T S

72;1958



9 Tracks - 135 feet
22½ Clearance over R



Note :-

L. D. Contract No. 22047-B, dated Sept. 23, 1931, extends use of S.P. Co. Tr[illegible] by G. N. Ry. Co. from the original southern limit of "Bridge [illegible] the Bieber Line Connection, a distance of 4300 ft
(See Synopsis of Contracts rec'd with Supt's Letter of 12-22-'34)

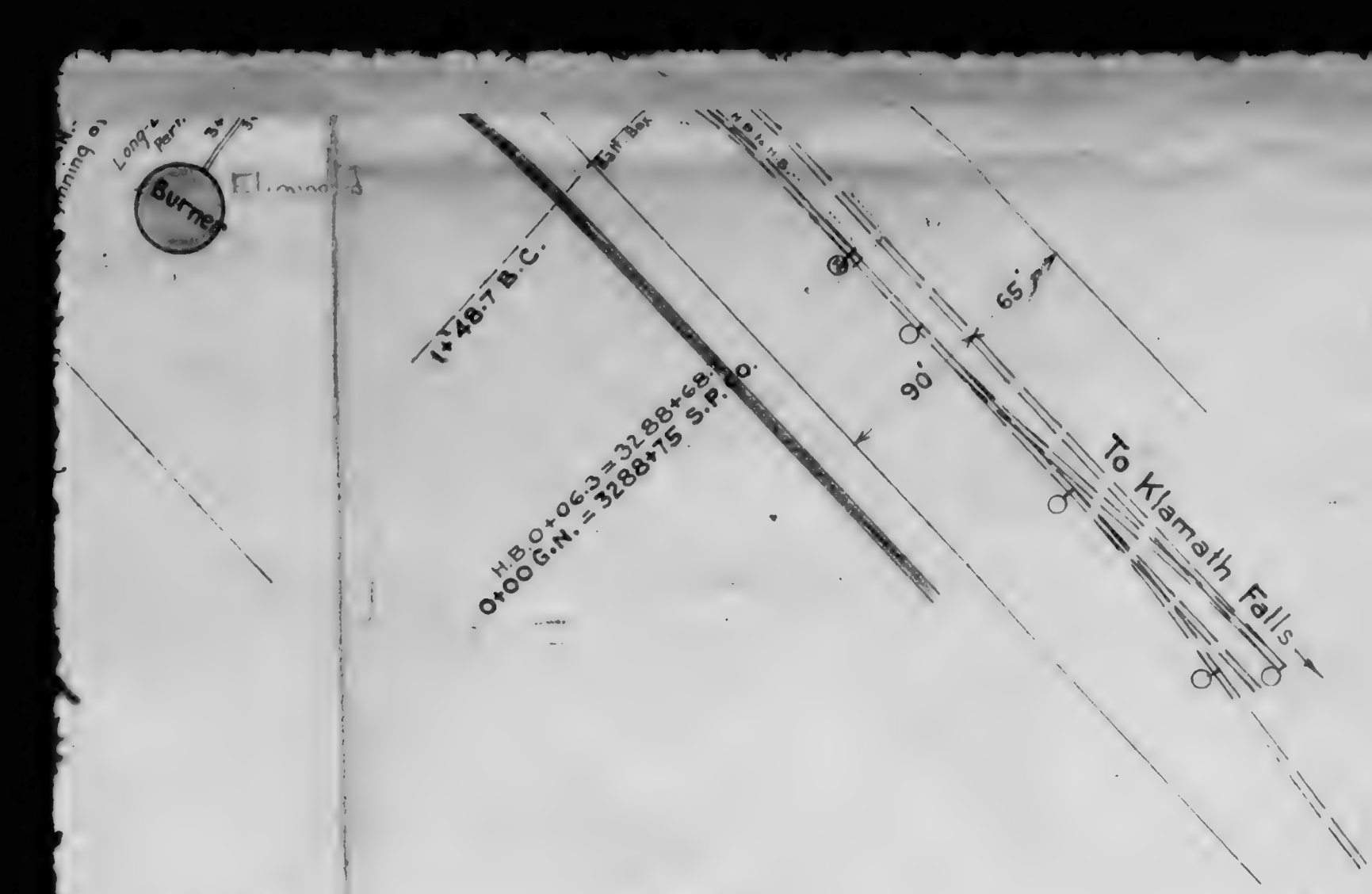
L.D. Contract No. 43530, dated Dec. 15, 1952
G.N. Ry. Co. and S.P.R.R. Co. Covering
Interchange Tracks.

Suppl. L.D. Contract No. 43530-A, dated 5-25-1954
G.N. Ry. Co. and S.P.R.R. Co.
Corrects Contract No. 43530 dated 12-15-'52 covering
Interchange Tracks.

GREAT NORTH[illegible]
KLAMATH FALLS

SOUTH K[illegible]

KLAMATH CO[illegible]
SECS. 9,10 & [illegible]
SCALE 1" = 100'
OFFICE OF DISTRICT



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GREAT NORTHERN RAILWAY

KLAMATH FALLS – BIEBER LINE

SOUTH KLAMATH

KLAMATH COUNTY, OREGON

SECS. 9,10 & 15 T. 39S., R. 9E.

SCALE 1" = 100'

APRIL, 1933

OFFICE OF DISTRICT ENGINEER, SEATTLE

Note:-

L. D. Contract No. 22047-B, dated Sept. 23, 1931, extends use of S. P. Co. Tr[illegible] by G. N. Ry. Co. from the original southern limit of "Bridge [illegible]" the Bieber Line Connection, a distance of 4300 ft.
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[illegible] Interchange Tracks.

GREAT NORTHERN RAILWAY
KLAMATH FALLS – BIEBER LINE

SOUTH KLAMATH

KLAMATH COUNTY, OREGON
SECS. 9,10 & 15 T. 39 S., R. 9 E.
SCALE 1" = 100'
APRIL, 1933
OFFICE OF DISTRICT ENGINEER, SEATTLE

3282-1

RECEIVED
JUN - 3 1959
FOR FILING

NOTED
Harold C. Myers

NOTED
H. S. COX

NOTED
V. R. JONE

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1959

SUBJECT: State Highway Commission Trip
June 1, 2 and 3, 1959

To: Files

At 8 a.m. June 1, Chairman M. K. McIver, Commissioner K. N. Fridley, W. C. Williams, State Highway Engineer, P. M. Stephenson, Assistant State Highway Engineer, Floyd Query, Secretary, all of the State Highway Department; Mr. A. N. Weir, Oregon State Motor Association, Mr. V.V. Church, US Forest Service and Larry Smyth, boarded a Trailways charted bus at Benson Motel in Portland and proceeded south over the Baldock Freeway to Sanderson Junction on the Salem By-pass. Here Tom Wright, Oregon Statesman; Mr. D. M. Emrich, US Bureau of Public Roads; Commissioner Glenn L. Jackson, State Highway Department; C. H. Armstrong, State Parks Superintendent; I. A. DeFrance, Maintenance Engineer; R. L. Porter, Office Engineer; Tom Edwards, Construction Engineer; Gene Huntley, Director of Personnel and Public Relations; Mark Astrup, Landscape Engineer, and J. D. Walker, Division Engineer, also boarded the bus. The party proceeded south on US 99 to Albany where Mr. Williams got off to make a 'phone call to the Governor. Mr. Lester Farnham picked Mr. Williams up and followed the bus in the Commission car. The three Commissioners got off the bus at Junction City and with Mr. Williams in the Commission automobile viewed a right of way matter near the "Q" Street interchange east of Eugene. They boarded the bus again at McVey Junction south of Eugene, and the party proceeded south to Roseburg followed by Mr. Farnham. Division Engineer Walker left the party at Junction City and Frank Morgan, Division 3 Engineer, boarded the bus.

The party stopped for lunch at the Umpqua Hotel in Roseburg and proceeded south through Grants Pass to Medford where Mr. Eric Allen of the Medford Herald Tribune joined the party. the party proceed south through Ashland and over the Green Springs Highway to Klamath Falls. Division Engineer Morgan left the party at the west foot of the Green Springs Mountain. The party stayed at the Wi-ne-ma Motel in Klamath Falls and were guests of the Klamath County Chamber dinner at the Wi-ne-ma. At the dinner, in addition to the group aboard the bus, were County Judge Robert Walker, County Commissioners Ed Gowen and Frank Ganong. Also present were Paul Cruikshank, Superintendent of the Great Northern Railway Company; Col. Jack Williams, Commanding Officer, Kingsley Field; "Cap" Collier, of Klamath Falls; and Francis Landrum also of Klamath Falls, who acted as master of ceremonies.

* Oregon Journal newspaper

The Klamath County people requested that the county road extending from Washburn Way be taken over as a state secondary highway and the Hendley Secondary highway be transferred to the county as a county road. They also requested construction of a grade separation on Washburn Way over the Great Northern Railway tracks. Mr. W. C. Williams explained that requests for US Government aid which might be obtained because of the air base served by Washburn Way should come from the military department and that the request for designation of Washburn Way as a secondary highway should come from the Klamath County Court. Chairman McIver thanked the Klamath Falls groups for their hospitality and mentioned that if Washburn Way is to be improved to a 4-lane facility, right of way should be acquired as soon as possible. Judge Walker stated that the Klamath County Court has taken no official action to date.

At 8 a.m. June 2, the party proceeded by chartered bus over US 66 to Lakeview. Mr. Dean Swift, Division 4 Engineer, joined the party at Klamath Falls. At Lakeview the party was met by the Lake County Court and the groups proceeded from Lakeview by car easterly to Adel to view the route of the so-called Winnemucca-to-the-sea Highway. The party proceeded southerly and easterly from Adel over single lane desert roads to construction underway by Lake County near the Harney County line. Lunch was provided by the Lake County Court at their construction camp. The party viewed the partially constructed route up the Dougherty Slide and travelled over a graded section of the road to the Nevada State line. The return trip was made over the graded section and on a single track road approximating the proposed location of the highway through Greaser Gap and Blizzard Canyon. The return trip to Adel was made via a different road which traversed sagebrush country and across the dry bed of Coleman Lake. From Adel the party returned to Lakeview and were the guests for dinner of the Lake County Court at Van's restaurant. Lake County Judge Langslett and others urged the Commission to cooperate in completing the section from Adel to the Nevada State Line. Chairman McIver thanked the groups for their hospitality to the highway group and stated that no committment could be made at this time but it ~~might be~~ would be considered when the next program is formulated which probably will be in the fall of '59.

On Wednesday, June 3, the party left Rimrock Motel in Lakeview at 8 a.m. and proceeded by chartered bus on US 395 northerly past Lake Abert, Alkali Lake, Wagontire and to a junction with US 20 west of Burns; thence westerly on US 20 to Bend where Commissioner Jackson and Division Engineer Dean Swift left the party. Lunch was had at Bend, and the trip was continued over the McKenzie-Bend Highway to Sisters, and over the Santiam and North Santiam Highways past Detroit Reservoir to Salem By-pass where most of the party disembarked. The bus continued on to Portland with Chairman McIver, Commissioner Fridley, Mr. Church, Mr. Weir and Mr. Smyth. Arrival in Salem was approximately 3:30 p.m.

* Eric Allen

Floyd Query
Secretary

26-1076 82nd Ave.-92nd Ave. (Powell Blvd.) Sec., Mt. Hood Hwy. 1962

#6080

RECEIVED
DEC 13 1962
FOR FILING

December 12, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Ave.
Portland 4, Oregon

Gentlemen:

Contract #6080 awarded to Porter W. Yett, Oreg. Ltd. for grading and paving on the 82nd Ave.-92nd Ave. (Powell Blvd.) Section of the Mt. Hood Highway in Multnomah County was completed on October 27, 1962, and accepted by the Highway Commission on Nov. 1, 1962.

Final payment, in the amount of $2,081.29 will be released to the contractor after December 19, 1962. The total contract amount is $69 856.24 including $480.02 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

AL

cc:

Porter W. Yett, Oreg. Ltd.
6500 NE Ainsworth
Portland 18, Oregon

C. H. Maison

NOTED ON CARD

RECEIVED
DEC 5 1962
FOR FILING
6080

December 4, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Ave.
Portland 4, Oregon

Gentlemen:

Semi-final payment on contract #6080 for grading and paving on the 82nd Ave.-92nd Ave. (Powell Blvd.) Section of the Mt. Hood Highway in Multnomah County will be released to the contractor, Porter W. Yett after December 11, 1962.

This payment will be in the amount of $4073.33 and reduces the retained percentage to $2081.89.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ml
cc:
Porter W. Yett, Oreg. Ltd.
6500 NE Ainsworth
Portland 18, Oregon

C. H. Maison

MAILED ON DATE

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November2 1962.

Section 82nd - 92nd Ave. (Powell Blvd.)

Highway Mt. Hood County Multnomah

Contractor Porter W. Yett

Date of contract May 1, 1962

Date work started July 3, 1962

Project authorization . . . . . $ 83,666

Exclusive of engineering . . . . $ 77,716

Engineering authorization . . . . $ 5,950

Engineering cost to date $ 8,000, 134.5 %

Kind of work Grading & Paving

Section prefix 26-1076

Contract number 6080

Specified work days 80

Work days used 55

Per cent of time elapsed 68.8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 70,380

Estimated per cent underrun . . . . . 6.3 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed Oct. 27, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

The cracks in the curb return at 85th Ave. were patched last Saturday and the project was considered completed on that date.

Office work was carried on most of this week on the semi-final estimate. The estimate is complete and will be submitted to the Division Office this afternoon (Friday) or next Monday at the latest.

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
NOV 5 1962

Completion date: October 27, 1962.

Signed [signature]

Address Portland 2, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.56	0.56			0.56
Miles partially completed	0	0			0
Miles completed	0.56	0.56			0.56
Total estimated quantities (contract)	3,540	6,640			3,330
Total quantities corrected to date	3,684	6,676			2,840
Estimated quantities moved or placed to date	3,684	6,676			2,840
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 31 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 23, 1962

To:

F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: Traffic Signal Revision
82nd Avenue–92nd Avenue Section
(92nd Avenue at Powell Blvd.)
Mt. Hood Highway–US26
Contract No. 6080

In the construction authorization for the above mentioned section of the Mt. Hood Highway, there was included an item of $500 for revising traffic signals. This $500 was the estimated amount that would be required to relocate one steel signal pole and its appurtenances located in the northwest quadrant of 92nd Avenue at Powell Blvd.

A field investigation reveals that curb construction will definitely require relocation of the above mentioned pole. It is requested that the resident engineer initiate a non-participating State Force order for this signal revision, such that the State's electrical crews can perform this work. It is suggested that this work be accomplished at the earliest possible moment, since there is a possibility that the existing steel pole concrete footing will not continue to carry its load because of curb construction immediately in front of the footing. It is recommended that this work be performed by Mr. Widdows electrical crews immediately.

There was also included in the original construction authorization an item of $500 for reconstructing islands. Apparently this item will not be needed since curb construction has been altered to eliminate the need of any island revision.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

LEG:mgm
cc: Tom Edwards
W. O. Widdows

NOTED
TOM EDWARDS

RECEIVED
JUL 9 1962
FOR FILING

6080

August 8, 1962

Mr. F. E. Martin
Powell Valley Motors
8621 S. E. Powell Boulevard
Portland 66, Oregon

Dear Mr. Martin:

This is in answer to your letter of August 1 concerning the parking situation on Powell Boulevard between 82nd and 92nd Avenues.

In order to improve this street and to provide a four-lane traffic facility, it is impossible to find room for any parking area without widening the right of way. It is recognized that this may work an inconvenience on some of the adjacent properties but with only a 60-foot right of way upon which to construct the improvement, there seems to be no other solution.

If there is anything further on this matter or if you need additional information or data, we will be pleased to furnish it on your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

REFERRED TO
Forrest Cooper
BY SECRETARY

Aug 1. 1962

State High Way Dept
Salem, Oregon

Dear Sir:

Regards to Ligh Way 26 th from 82nd to 92nd S.E. Powell a Jane Lane Ligh Way is going through. The curbs are being installed now.

We under stand there will be No Parking on the street for Customers. If that happens there will be several business hurt as we have No Parking space except the streets.

We would appreciate it if you could help us on this matter.

Yours truly
F.E. Martin

R. L. PORTER
NOTED

Porter

NOTED
FORREST COOPER

RECEIVED
AUG - 3 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 10 1962
FOR FILING

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6080

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

May 10, 1962

Porter W. Yett, Oreg. Ltd.,
6500 NE Ainsworth
Portland 18
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6080, awarded May 1, 1962, for grading-paving 82nd Ave.-92nd Ave. (Powell Blvd.) Section of the Mt. Hood Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
MAY 3 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 2, 1962

Porter W. Yett, Oreg. Ltd.,
6500 NE Ainsworth
Portland 18
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6080, awarded May 1, 1962, for grading-paving 82nd Ave.-92nd Ave. Section (Powell Blvd.) on the Mt. Hood Highway in Multnomah County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 14, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl

PS: Just a reminder to have your signatures read the same as your names appear on the Contract and Bond pages. Thank you.
de

cc: L. H. Young
A. E. Johnson
Res. Engineer
Frank Morgan

RECEIVED
MAY 15 1962
FOR FILING

6170

May 1, 1962

Foster W. Tott, Corp. Ltd.
6500 N.E. Ainsworth
Portland 18, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 accepted your proposal for grading and paving 82nd Avenue-82nd Avenue (Powell Boulevard) section of Mt. Hood Highway, Multnomah County, for the sum of $71,869.75 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 6080.

6080

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jms

cc: Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Horgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 1, 1962

Porter W. Yett, Oreg. Ltd.
6500 N.E. Ainsworth
Portland 18, Oregon

Contract No. 6060 for 82nd Avenue-82nd Avenue (Powell Boulevard) Section of Mt. Hood Highway, Multnomah County, for which you submitted low bid on April 11, 1962 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Lee Gatlin
Files

RECEIVED
APR 16 1962
FOR FILING

April 16, 1962

Porter W. Yett, Oregon Limited
6500 N. E. Ainsworth
Portland 18, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, accepted your bid in the amount of $71,869.75 for grading and paving on 82nd Avenue-92nd Avenue (Powell Blvd.) section of Mt. Hood Highway in Multnomah County, which was the low bid received for that job on April 11, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (BIAC)

RECEIVED
MAR 16 1962
WILLIAM A. BOWES
DEPARTMENT OF PUBLIC WORKS

26-15-76

10060

Morgan

S. A. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

fee

CITY OF PORTLAND
OREGON

March 12, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am transmitting herewith a letter from the City Engineer calling attention to the plans of the State Highway Department for drainage on 82nd-92nd Avenue Section of the proposed Mt. Hood Highway.

Please note that the City Engineer requests that some other method be devised to provide the necessary drainage.

Very truly yours,

Commissioner of Public Works

B:FTF:mkr
cc: City Engineer
Lloyd Shaw, Metropolitan Engineer

Rogers

W. Porter

Original returned To Morgan
3-16-62

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

From Dept. of Office of City Engineer

To Dept. of Highway Coordinator

Addressed to Fred T. Fowler, P.E.

Subject Drainage on 82nd Ave.-92nd Ave. Section of Mt. Hood Highway

March 5, 1962

Dear Sir:

The Oregon State Highway Department plans for the 82nd Avenue to 92nd Avenue Section of the Mt. Hood Highway have been carefully studied by this office.

The city sewer in S. E. 82nd Avenue is only a 30 inch Combination sewer and does not have sufficient capacity to carry the flow from the 18 inch storm sewer proposed by the Highway Department. The sewer was originally designed to serve the area adjacent to 82nd Avenue, and with the expected commercial development along 82nd Avenue, the sewer will be overloaded without the additional flow from 92nd Avenue. The new parking areas along 82nd Avenue are now discharging into sumps rather than overloading the sewer.

Please advise the State Highway Department that another method will have to be used to relieve the highway drainage.

Yours very truly,

L. H. ROSENTHAL, P.E.

City Engineer

DC:gl

FORM E-123-X 50M 6-61

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 23, 1962

Pacific Northwest Bell Telephone Co.
410 N. E. Clackamas Street
Portland 12, Oregon

Attention: Mr. M. E. Bousha

Re: Preliminary Plan & Profile Sheets
82nd Ave.-92nd Ave.(Powell Blvd.) Section
Mt. Hood Highway
Multnomah County

Gentlemen:

We are sending to you under separate cover prints of the preliminary plan and profile sheets of this section. Our present tentative schedule calls for the opening of bids on this project on April 11, 1962.

It is the obligation of the State to reimburse the company the cost of adjusting their facilities located on private property. If you have such facilities on this section, please prepare an estimate and sketch map in accordance with PPM 30-4. This estimate and sketch map should be held by you until the reduced construction plan and profile sheets are received and checked for differences. It should be submitted to the Construction Engineer when requested to do so by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
A. E. Johnson

RECEIVED
MAY 2 1961
FOR FILING

26-1076

6080

May 2, 1961

Mrs. Wagner
8319 S. E. Powell Boulevard
Portland 66, Oregon

Dear Mrs. Wagner:

Your recent letter to Mr. A. E. Johnson regarding the water condition along Powell Boulevard between 82nd Avenue and 92nd Avenue has been referred to this office for reply.

We are well aware of the drainage problem in your area and have completed a survey for the improvement of this section of Powell Boulevard but, due to lack of finances, have not been able to let it to contract to date.

I cannot at this time advise when a project might be constructed.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk:jw FC me

cc Forrest Cooper
Tom Edwards
A. E. Johnson

Mr U. C. Johnson

Would like to know why the state Dept does not fix Powell from 82 to 92 all of us living on this street pay taxes the water runs in our Garages Would like to see them fix Powell this spring Could You help us get Powell street taken care of

From home Owners
On Powell 82nd-92nd

Mrs Wagner

RECEIVED
MAR 13 1961
OFFICE OF
DIVISION ENGINEER
DIVISION NO

RECEIVED
APR 1962
FOR FILING
26-1276
6080

April 25, 1962

Mr. Henry A. Engel
3305 S. E. Powell Boulevard
Portland 66, Oregon

Dear Mr. Engel:

Reference is made to your recent letter concerning the type of construction to be employed on the 82nd and 92nd Avenue Section of Powell Boulevard in Portland.

Concrete curbs and driveways are a part of the contract plans, together with drainage facilities which we hope will materially improve the situation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

#8305 S.E. Powell Blvd.
Portland, 66 Oregon.

April. 13th 1962

Mr. Forrest L. Cooper
State Highway Engineer
Salem. 10 Oregon.

Dear Mr. Cooper, -

Your letter of the April 13th has been received thru and thanks kindly for the information regarding the planning of sewerage systems

May I ask that the drainage contract will be taken care of starting at the west end of Powell Blvd., east of 82nd Ave this is the worst section of the street between 72nd ave and 92nd ave -

May I also ask if curbing is to be put in first, do I understand the there will be driveways put in across the side walks can I to do that part myself -

I have heard that there is to be curbing and driveways to each property across the side walks as the curbing is put in.

Will you please inform me if

Porter.

RECEIVED
R.L. PORTER

heard that correctly - or the information was something made up by the road crew who were here sometime ago.

Thanking you kindly

I am very truly yours -

Henry G. Engel

8305 S.E. Powell Blvd.

Portland, 66, Oregon.

P.S

I am enclosing one of the Photos of the damage situation here early in June 61

No need to return this Map. I have others

Thanks Kindly

Henry G. Engel

RECEIVED
APR 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

• JUN • 81

RECEIVED
APR 16 1962
FOR FILING

April 13, 1962

Mr. Henry A. Engel
8305 S. E. Powell Boulevard
Portland 66, Oregon

Dear Mr. Engel:

Reference is made to your April 9 letter concerning drainage problems on S. E. Powell Boulevard between 82nd and 92nd Avenues.

On April 11 the Highway Department opened bids for the improvement of this section and we anticipate that the Highway Commission will award this contract today. This job, which should be completed this year, will largely relieve the drainage condition in your area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

RECEIVED
APR 16 1962
FOR FILING

April 13, 1962

Mr. Henry A. Engel
8305 S. E. Powell Boulevard
Portland 66, Oregon

Dear Mr. Engel:

Reference is made to your April 9 letter concerning drainage problems on S. E. Powell Boulevard between 82nd and 92nd Avenues.

On April 11 the Highway Department opened bids for the improvement of this section and we anticipate that the Highway Commission will award this contract today. This job, which should be completed this year, will largely relieve the drainage condition in your area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

#8305 S.E. Powell
Blvd.
April. 9th 1962 - Portland, 66, Oreg.

Mr Forrest Cooper
State Highway Dept.
Salem.

Dear Sir -

I am again writing to you in regards to drainage on S.E. Powell Blvd. but there is nothing to do but to wait and hope -

Still I want to complain of a Barber (kept downtown) who continually ditches the sidewalk to drain the water from the road into the land and around the Barbershop of which does he or good or does it stop the water from in front of the shop -

What I am asking is that one of the Highway men write me a note to tell her that she cannot drain all the water from the roadway by ditching and as it is ditched it runs along my side lawn and back into my garage also my work shop

She continues to ditch the sidewalk after the road men put plenty

NOTED
REPORTER

2

of grass on to the side walk, to stop some of the water from washing onto my yard and in the workshop.

If some one learns how who has the power of speech and stop her from bitching which does not help her while it rains. She may listen

I plead with you to do this and see for yourself just what the damage is being done to the Property on my side.

Thanking you Kindly

I am Very Truly Yours

Henry A. Engel
7305 S.E. Powell Blvd.
Portland, 66, Oregon

RECEIVED
APR 10 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 6 - 1961
FOR FILING

December 6, 1961

Mr. Henry A. Engel
8305 S. E. Powell Boulevard
Portland 66, Oregon

Dear Mr. Engel:

This is to acknowledge your letter of November 28 concerning drainage and parking problems on Powell Boulevard between 82nd and 92nd Avenues.

We can now report that very soon, probably in January or February, a contract will be let to improve Powell Boulevard in your area, which will, I am sure, alleviate the drainage problem.

The matter of parking and traffic control is under the jurisdiction of the Multnomah County Sheriff, and we can offer no suggestions except to keep contacting him.

At the completion of the proposed improvement project, the State will erect proper signs.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc to: Mr. R. L. Porter
Mr. Tom Edwards
Mr. A. E. Johnson

ALPrms ae

Portland, 66, Oregon
Monday - Nov. 28th 61

W. C. Williams.
State Highway Eng.
Salem Oregon

Having lots of trouble with Cars
Parked on Sidewalk with deep water in the
gutters and in order to walk along one
must go back at least one hundred feet to
get into the road so as to proceed to 82nd St,

Called the Sheriff's Office three different
times and the second call a Patrol Car came out,
stopped, and saw Car parked on complete sidewalk
with no room for even a dog to walk by.
but looked at it and drove to Restaurant
across the strat and had coffee I suppose.

The a second car came up and Parked
side of the first car making it impossible to
walk by only in the west lane of the Road —

I called the Sheriff and he told
me that they were at Restaurant to call for
a crane car to haul away the Car,

Impossible - Tickets may be made out
but no Fun a way. Wal

When I asked Sheriff for a parking warning Sign I was told Powell Blvd was a State Highway and the State Dept. of Highway had to do that, ; More Bologna.

I have a Sign in the hedge in the driveway and for the third time it was pulled up and thrown on the lawn

No use Calling the Sheriff They may be too busy. (also Bologna)

I can't take the law in my own hands, so the Sheriff can't write tickets for parking on Sidewalks, therefore I must move or grin and bear it—

Until Election Day. and then there will be a different Sheriff who means to prevent violations regardless of How small.

The Speed Sign was broken down last night. (35 Mile an hour) sign. but at night cars travel (25 Percent of them) up to 60 Miles per hour. and No Patrol Cars stop them.

I sent a letter to Sheriff's office and sent with it a photo of cars Parked across sidewalk, just like the one I sent A. E. Johnson and at that time, a patrol car came out and Passed out several violation Tickets but since then one of the victims pull up my signs and I must leave them down unless you can give me two signs (one for Each End of my lot on Roadside Hedge.

Thanking You kindly

Yours Truly

Henry G. Engel

#8305 S.E. Powell Blvd.

Portland 66 Oregon

RECEIVED

RECEIVED
MAY 3 1961
FOR FILING

Portland

May 2, 1961

Mr. Henry A. Engel
8305 S. E. Powell Boulevard
Portland 66, Oregon

Dear Mr. Engel:

Your recent letter to Mr. A. E. Johnson regarding the drainage problem along Powell Boulevard between 82nd Avenue and 92nd Avenue has been handed to this office for reply.

I wish to advise you that we are well aware of the drainage problem in this area. We presently have a survey completed which will alleviate this condition but, due to lack of finances, have not been able to proceed with construction.

Auto parking on the sidewalk does not come under the jurisdiction of the Highway Department, and, while we deplore such situations, we have no jurisdiction over this. We suggest that you take it up with the appropriate police authorities.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk:jw FC me

cc Forrest Cooper
Tom Edwards
A. E. Johnson

#7305 S.E. Powell Blvd
Portland, 66, Oregon
March 29, 1961

NOTED
A. E. JOHNSON

Mr. Neil J. Kunze
Div. Engineer
Oregon State Highway Dept
Portland 1, Oregon

Sir,

Having Read your Name and address from a Neighbor I want to take time to Complain of Road and Gutter Trouble.

During the rainy period I have had plenty of water overflowing the sidewalks in front of My House and also the Barber Shop next door. Because of drainage is Poor altho we have two Sewerage pits within fifteen (15) feet of each other and when I called up Road Commissioner Ours told Nothing Could be done than that office but a report would be put passed along.

During the heavy rains the two pits overflowed or got inter the and it the

were cleaned out at least before the rains and after there would be more chance that the water would run over into the gutter

When such conditions exist the water practically floods the road besides the barber shop and when the much rain runs at once along my garden and hedge and into my garage about seventy (70) ft. to the rear of the lot

The ground has been so full of water that it is impossible to walk the side walk out of doors upon the walk in the road is not put but built at the owners front and the County refuses to correct this fault

Kind gracious only adds more loose dirt and gravel into stream pits and the road is now higher than the side walk

I would like to see these potholes cut [illegible]

also want to know who checks on auto parking on sidewalk. and what can be done about it, since (I am told) that this is State Highway and County has no right to interfere in Motor vehicle laws on State Hwys so it seems

I have taken a picture of the jitneys of the Barber Shop who block off the sidewalk with plenty of room behind the car so if a person wants to go ahead to the stores or Bus stop they must go back a hundred yards and walk in the street and take their own chances of safety.

Motor vehicle Manual states that No cars shall park on sidewalks but there is no way to stop them all the they do violate the laws

This Happens between 82nd & Powell Blvd to 92nd & Powell Blvd. on both sides.

I'm going to expect to see something done or I shall seek relief from other channels or State Legislature or just forget there is any laws controlling these violations

Yours Kindly

I am Henry A Engel
at 7305 S.E. Powell Blvd.
Portland, Oregon.

P.S. I am renting this property, to rid it from it

RECEIVED
OFFICE
DIVISION ENGINEER
DIVISION NO

RECEIVED
MAR 7 - 1963
FOR FILING

36-1021
1080

[illegible] STATE HIGHWAY [illegible]
[illegible]
Portland, Oregon
March 30, 1961

SUBJECT Mt. Hood Highway (Powell Blvd.)
82nd to 92nd Street Section

To. Tom Edwards
Construction Engineer

On the subject section of the Powell Blvd. in Portland, our drainage failities are extremely poor and we rely primarily upon dry wells. Many of these dry wells have been in existence for many years, and even though they are periodically cleaned, do not take care of the drainage water.

A survey for the improvement of this section was completed and is now in the Salem office and during last year it was thought, for a while, that this project could be scheduled with State construction funds. Apparently funds were not available and the project was not scheduled. It has been included in our budget previously.

During the past several months during heavy rains, flooding conditions have been somewhat worse than usual; and this office has received many phone calls regarding the improvement of this section. The information to residents that this section has not been improved due to lack of funds seems to only irritate the residents.

Recently I received a letter from a Mrs. Wagner of 8319 S. E. Powel Blvd. who advised me by telephone that she represented various proprty owners, and a letter from a Mr. Henry Engel of 8305 S. E. Powel Blvd.

I would appreciate advice from you as to any possibility of this project being scheduled, and to any suggestions you may offer to answering these people.

Dandell
R/d Reports

A. E. JOHNSON
Division Engineer

AEJ:pc
Enc.
cc D. D. Rohrbough

[illegible] this has been scheduled
[illegible] State funds before but [illegible]
[illegible] Get Co-Op approval as a
State project when next funds beco[illegible]
available.

[illegible] DIVISION
RECEIVED
[illegible]
NOTED [illegible]
CE ACE ACE CDE

106-1098	Michigan Ave.-Grand Ave. (Bandon) Sec., Coquille-Bandon Hwy.	1962
#6081		

CH
2450

RECEIVED
JUN 18 1963
FOR FILING

Woodward & Son - Barklow

OFFICE: HIGHWAY 42 SOUTH PHONE 8102

910 KNOTT STREET
COQUILLE, OREGON

General Contractors

106-1099
6-1

6-17-63

Mr. Floyd Query
Secretary, O.S.H. Comm.
State of Oregon
State Highway Dept.
Salem, Oregon

I.E. Contract Completed,
#6081 - letter to
United Pacific Ins. Co.

Dear Sir:

Enclosed please find copies of the claims made by R. & M. Co. and a copy of the letter in which we answered these claims.

As indicated in our reply, we can see no legitimate claim on any items. Mr. Robison was not on the project over 5% of the total job working time, and could have a misconception of the charges he is making.

We deeply regret this matter, causing any additional burden on your office and wish to assure you we are doing our best to clear the matter with a most un-cooperative R.&M.Co.

Sincerely,

WOODWARD-SON, & BARKLOW

JW/rm
Enc. 2

NOTED
FLOYD QUERY

RECEIVED
JUN 18 1963
OREGON
STATE HIGHWAY COMMISSION

Woodward & Sc[illegible] - Barklow

OFFICE: HIGHWAY 42 SOUTH

PHONE [illegible]
396-3010

910 KNOTT STREET
COQUILLE, OREGON

General Contractors

April 22, 1963

R. & M. Construction Co.
P. O. Box 848
Central Point, Oregon

Dear Sirs:

In answer to your letter of April 15, 1963:
#1. Our Bonding Co. has been contacted and the question of refund has been poised. Our local representative will investigate and if any refund is due, you will receive your share.

#2. The only dump truck rental cherged to you was in connection with your structural excavation at the bridge site. No tental was charged for the time our trucks helped on the drainage excavation. The trucks were ordered by phone through our head office for the structural excavation at the bridge site at the start of the project by your Supt.

#3. Wall Excavation:
We excavated 300 cu. yds., accurate truck measure, @ .94¢ per cu. yd. from the wall excavation; you were paid the full structural price of $3.50 per cu. yd. for this work, giving you the benefit of $634.40 figured on the basis of 286.4 yds. If you care to refund the difference between $50.04 and $634.40, we would gladly accept it.

#4. Barricade Rental:
The blinking barricades we rented were used throughout the entire project for protection of your items as well as ours. You agreed to foot half this bill. Your crew made free use of 21 of our own barricades at no cost to you; of these 21 barricades , 6 were completely demolished and 12 were damaged extensively. Your share of rental on the rented barricades is fair and coservative. The total paid American Barricade Co. was $245.70.

#5. 3/8"-0" Backfill :
We, definately, agreed to furnish and furnish only the 3/8"-0" backfill and we understood your bid would and did include the placing in conjunction with your pipe work.

#6. Liquidation Damages:
If you can obtain a charge from the O.S.H. Dept. in regard to liquidated damages, we will send any remittance to you.

#7. Backhoe Rental:
Checking our records, we find we used your backhoe exactly 3½ hrs.; if you used your backhoe on any driveway backfill, it was done of your own volition. In connection with this claim and others,

Woodward & Son - Barklow

OFFICE: HIGHWAY 42 SOUTH

PHONE 396-3010

01 KNOTT STREET
COQUILLE, OREGON

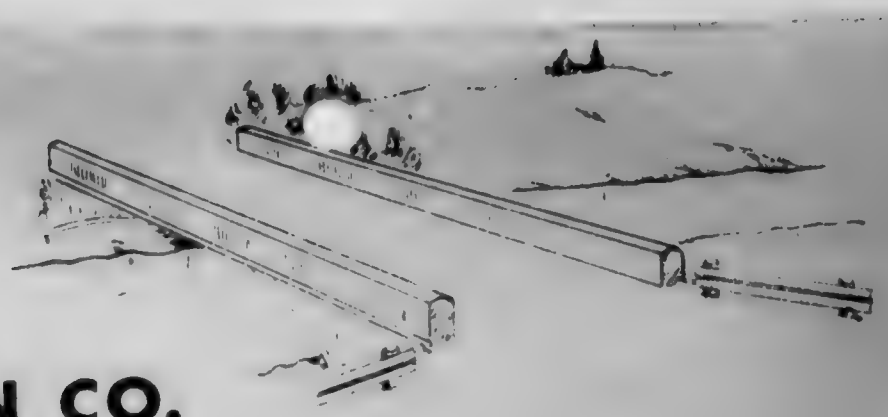
General Contractors

let me remind you we loaded, furnished, and hauled the backfill for the retaining wall at no cost to you, also our 955 was used at no charge at various times. This work certainly would offset any backhoe charge you claim.

#8. Force Account:
We have no record in this office of any force account you have claimed. As you know, the estimates make no distinction as to Contractor. In regard to this claim, we moved back on this project two different times on dates you promised the area would be ready to continue until completion. This cost was never deducted and consisted of lost labor, rental, and productivity that could have been applied on other projects under contract. We also were forced to move our Hot Plant back to Coquille and finish the Bandon job from here at an additional cost per ton mile of 18 miles involving several hundred tons. If you had finished your work on the bridge at the time promised, we would not have sustained this loss on the haul.

In conclusion, if you would like to have a balance sheet showing costs your delays and operation cost us on this project, as explained in this letter, as balanced against your claims, I am sure your claims would be resolved.

Sincerely yours,
Woodward, Son & Barklow, Inc.



R & M CONSTRUCTION CO.
General Contractors

Phone 664 2543

P. O. BOX 848 CENTRAL POINT, OREGON

April 15, 1963

Woodward & Son [illegible]
910 Knott St.
Coquille, Oregon

Gentlemen:

In regards to our Sub Contract on the Bandon project.

We do not agree with your final payment for the reasons which are explained below:

We have a Force account item of $257.89 for Flagging which has not been paid.

In regards to the deductions of $1,011.13, we should have a refund coming on our share of the bond, as the original contract was for more than the final.

Your charge for $147.00 for Dump Truck should not have been charged to us as we were moving your dirt that you could not move on account of the wetness of it. Some of this dirt was ours so we furnished the tractor and you should furnish the truck.

As for Item 3 Structure Excavation for wall you charged us for 300 yards. The state paid for 256.4 yds of which we excavated 12 yards bottom of wall. Therefore your charge should have been for only 244.4 yards. We have a credit here of $50.04.

As for the flares we only used them 2 month and then we put in electric lights at the bridge as this is where our work was. This item should be $43.60 instead of $100.30.

As for the $84.00 charge on special back fill this bid item was yours so this should not have been charged to us. This bid item calls for the rock in place, we had to place it so we are hereby charging $2.00 a yard for 63 yards for a total of $126.00.

R & M CONSTRUCTION CO.
General Contractors

Phone 664-2543

P. O BOX 848, CENTRAL POINT OREGON

April 15, 1963

-2- Con't.

We were held up for four (4) days which was longer than necessary in getting fill on first half of bridge so four(4) days liquidated damages should not be charged to us.

We also have the following billing:

Aug. 26, 1962 2 Hrs Backfilling driveways with Backhoe and 1 hr. Labor $23.50
Aug. 27, 1962 s 5 Hrs Backfilling driveways with Backhoe 6 Hrs Labor $71.00
Aug. 29. 1962 4½ Hrs Backfilling Driveways with Backhoe $45.00
Aug. 30, 1962 1 Hr. Backfilling Driveways with Backhoe $10.00

In suming it up we have for following:

Flagging----------	$ 257.84
Dump Truck Credit----	147.00
Excavating on Wall---	50.04
Credit on Flares-----	56.70
Special Backfilling--	84.00
Placing Backfilling--	126.00
Liquidated Damages---	360.00
Extra Work Performed	149.80

Total Due R & M Construction Company $1,231.13

Yours truly,

R & M CONSTRUCTION CO.

John B Robison

John B. Robison, Partner

JBR/pw

RECEIVED
JUN 17 1963
FOR FILING

June 14, 1963

R and H Construction Company
General Contractors
P. O. Box 848
Central Point, Oregon

Attention: Mr. John B. Robison, Partner

Gentlemen:

This is to acknowledge receipt of your claim letter of June 11 informing us that Woodward & Son & Barklow, Inc., still owe you for work performed in the amount of $1,231.13.

You state this is in reference to State Highway Contract No. 6081, Michigan Avenue-Grand Avenue Section in the city of Bandon in which Woodward & Son & Barklow, Inc., were prime contractors.

The United Pacific Insurance Company through Petre-Van Doren, Inc., 199 North Central, Coquille, Oregon, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor of this filing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Commissioners

CWH:fkn

NOTED ON CARD

June 14, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: Mr. W. T. Atkins

Gentlemen:

A claim letter dated June 11 has been received from R & M Construction Company (Subcontractor), Central Point, advising that Woodward & Son & Barklow, Inc., prime contractor owe them for work performed in the amount of $1,231.13.

This appears to be in reference to the Woodward & Son & Barklow, Inc., Contract No. 6081, for grading, paving and structure on the Michigan Avenue-Grand Avenue (Bandon) Section of the Coquille-Bandon Secondary Highway in Coos County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your company is listed as surety on the performance bond furnished with this contract.

Very truly yours,

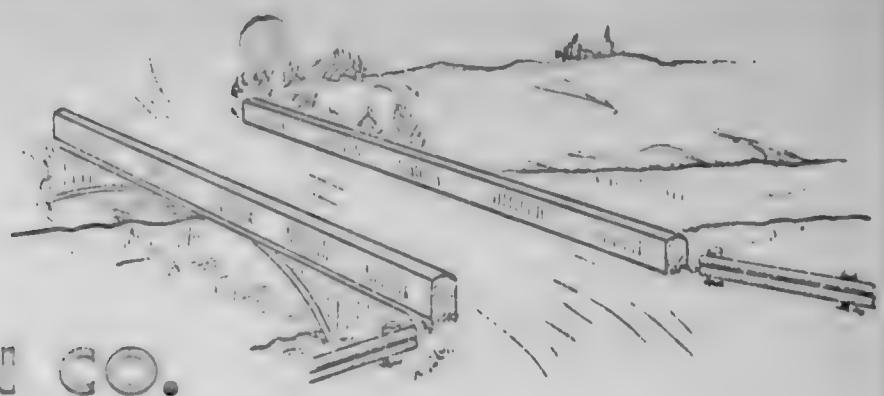
Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc Petre-Van Doren, Inc.
199 North Central
Coquille, Oregon

NOTED ON CARL
dc

Woodward & Son & Barklow, Inc.
910 Knott Street
Coquille, Oregon



R & M CONSTRUCTION CO.
General Contractors

Phone 664-2543

P. O. BOX 848, CENTRAL POINT, OREGON

June 11, 1963

Floyd Query
Ore. State Hiway Com. Sec.
Salem, Oregon

Dear Sir:

We are writing to you in regards to State Highway Contract No. 6081 Michigan Ave. Grand Ave. Section in Bandon, Oregon. Woodward and Son and Barklow, Inc as Prime Contractor.

They still owe us $1,231.13 of which they refuse to pay and would like to file with the State for this amount.

Yours truly,
R & M Construction Co.

John B Robison
John B. Robison, Partner

JBR/pw

Surety: United Pacific Ins. Co.
Agent: Peter Van Dyken, Inc.
169 N. Oakdale, Roseburg

NOTED
FLOYD QUERY

RECEIVED
JUN 1 ...
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 19 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

106-1098

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 14, 1963

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim letter for filing dated June 11 from R & M Construction Company stating that Woodward & Son & Barklow, Inc., owe them for work performed in the amount of $1,231.13.

This appears to be in reference to the Woodward & Son & Barklow, Inc., Contract No. 6081, for grading, paving and structure on the Michigan Avenue-Grand Avenue (Bandon) Section of the Coquille-Bandon Secondary Highway in Coos County. Our records indicate that R & M Construction Company was a subcontractor to Woodward & Son & Barklow, Inc.

The United Pacific Insurance Company through Petre-Van Doren, Inc., 199 North Central, Coquille, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD

NOTED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

File #4014

RECEIVED
JUN 18 1963
OREGON
STATE HIGHWAY COMMISSION

FILED
JUN 17 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUN 17 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED

NOTED
H. S. COX

NOTED
DON HARWELL

May 16, 1963

NOTED
JOHN D. GRAHAM

Mr. John Fasnacht
Manager of Utilities
City Hall
Bandon, Oregon

Ferry Creek Bridge-Michigan Avenue Section
Oregon Coast Highway

NOTED
V. R. JONES

Dear Sir:

In answer to your letter of May 9, 1963, regarding costs on the subject project, we have reviewed and checked the agreement and, if you will please note, under GENERAL PROVISIONS, paragraph 2, item d, the City is to pay 25% of all "construction engineering for all construction work."

Our chief attorney has reviewed the agreement and is of the opinion that the City of Bandon has been correctly billed.

Very truly yours,

H. S. Cox
County and City Engineer

By

H. C. Ayers
Field Engineer

HCA:mm

CC: L. Linder
Jim Hardy

NOTED
H. S. COX

NOTED
DON HARVEY

RECEIVED
MAY 10 1963
ENGINEER
COUNTY & CITY DIVISION

May 9, 1963

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. H.C. Ayers, Field Engineer

Dear Sir,

Your letter of April 23, 1963 and Mr. D. F. Wolfe's Invoice No. 78566 were presented to the Council at their meeting of May 8th, 1963.

From the statement and from previous information it appears that the $40,300.80, Ferry Creek Bridge Cr., is the amount paid the contractor and does not include the Construction Engineering for this part of the job. The Construction Engineering figure of $19,091.05 amounts to approximately 12% of the total cost. Without a doubt you have the figures which would show whether this percentage was approximately the same for the bridge as for the other items of construction. But assume that it amounted to but 10% for the bridge, this would amount to an additional credit of approximately $4,000.00.

We will appreciate your reviewing the above and advising us.

Very truly yours,

City of Bandon

By John H. Fasnacht
John H. Fasnacht
Mgr. of Utilities

5/14/63
Gave Copy to Nelson
HCA

NOTED
Harold C. Ayers

NOTED
H. S. COX

April 23, 1963

NOTED
DON HARWELL

Mr. John H. Fasnacht
Manager of Utilities
City Hall
Bandon, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Dear Mr. Fasnacht:

Final costs are now available on the Michigan Avenue-Grand Avenue Section of the Oregon Coast Highway in Bandon.

As per the agreement between the City and State, cost of the project was to be shared on a basis of 25% City and 75% State except that the State would pay the total cost of the bridge and the City would pay the total cost of concrete sidewalks.

Total cost of the project was $157,182.99. As shown on the attached itemized statement the City's share would be $31,263.03. As the City has previously deposited the sum of $30,775 a check in the amount of $478.03 is due the State. A billing in this amount will be sent to you by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Engineer

By

H. C. Ayers
Field Engineer

HCA:mm
Att.

Form A-101—10M

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

City of Bandon

Bandon, Oregon

Attention of John H. Fasnacht, Mgr. of Utilities

Request No. (assigned by staff engineer or head of division) OE 9286

Date 4-18-63

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Grading and paving of the Michigan-Grand Ave. Section of the Oregon Coast Highway in the City of Bandon as per agreement dated October 20, 1961 (State agreement No. 2450) Contract No. 6081 was awarded to Woodward and Sons and Barklow on May 4, 1962 and completed on October 16, 1962.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Total Contractor Payment		$120,415.18
		Signing		226.70
		Seeding and Mulching		725.69
		Adjust Water Lines and ~~Power Poles~~		4,169.02
		Total R/W Expenditures (10 parcels)		12,555.35
		Construction Engineering		19,091.05
		Total Construction Cost		$157,182.99
		Less Ferry Creek Bridge (100% State)		Cr. 40,300.80
		Less New Sidewalks (100% City)		Cr. 2,723.31
		Total Net Cost		$114,158.88
		City Share, 25%		28,539.72
		Plus New Sidewalks, 100%		2,723.31
		Total City Share		$ 31,263.03

Has payer made payment for this service? No

If so, what is amount of payment? . . . . . $ -

Has payer made a deposit with the department to guarantee payment? yes

If so, what is amount of deposit? . . . . . $ 30,775.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $ -

Also give number of last previous request -

Credit distribution:

106-1098-299	$ 28,124.19
106-2068-299	3,138.84

Submitted by: C. R. Nelson

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

NOTED
DON HARWELL

April 16, 1963.

RECEIVED
APR 17 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox,
County & City Relations Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Cox:

Re:Michigan Ave. - Grand Ave.
Section, Coquille-Bandon
Highway.

We are writing to inquire as to when we can expect the final statement on the above widening project. The job was completed in October and we would like to complete our necessary assessments. Anything you can do to expedite this matter will be appreciated.

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

RECEIVED
JAN 18 1963
FOR FILING

6021

January 17, 1963

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Wn.

Gentlemen:

On December 26, 1962, you were notified of the release of final payment on Contract No. 6081, awarded to Woodward & Son & Barklow, Inc., for grading, paving, and structure on Michigan Ave.-Grand Ave. Section in City of Bandon on the Coquille-Bandon Secondary Highway in Coos County.

Final payment on this contract is $3,559.62 and the total contract amount is $120,415.18, including $1,761.25 for work performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Woodward & Son & Barklow, Inc.
910 Knott St.
Coquille, Oregon

United Pacific Insurance Co.
Portland Branch Office
415 S. W. 10th Ave.
Portland 5, Oregon

NOTED ON CARD

Mr. C. H. Maison
fp

RECEIVED
JAN 18 1963
FOR FILING

6081

January 17, 1963

Mr. Marne Hunn
Executive Assistant
Executive Department
State Capitol Building
Salem 10, Oregon

Dear Mr. Hunn:

Reference is made to a letter dated December 21, 1962, addressed to Governor Hatfield, and signed by Dorris E. Clute of Bandon. Request for a draft of suggested reply was made in your note of December 28.

We were unable to associate any of Mrs. Clute's allegations with the reports and tests submitted to this office by the field engineer. As a result, Assistant Division Engineer L. W. Rulien made the trip from Roseburg to Bandon to inspect the work with which Mrs. Clute finds fault and to contact Mrs. Clute in that regard.

Before talking to Mrs. Clute, Mr. Rulien sought out City Manager Fasnacht on the chance the City might have some dissatisfaction with the project. Mr. Fasnacht stated to Mr. Rulien that the job was completely satisfactory to the City of Bandon and that he had heard no complaint.

Mr. Rulien then contacted Mrs. Clute and tried to explain the meaning of classes of concrete, methods of testing, and other procedures pertinent to this job. Mrs. Clute did not clarify the statements made in her letter to the Governor nor was she able to point out the chipping of concrete she claimed was taking place.

Mr. Rulien looked the job over carefully and is satisfied it is a good one. He was not successful in determining the reason for Mrs. Clute's writing as she did.

A suggested reply is attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
LPS:ajw fn

SUGGESTED DRAFT OF REPLY FOR THE GOVERNOR'S CONSIDERATION
January 17, 1963

Mrs. Darris E. Clute
Box 474
Bandon, Oregon

Dear Mrs. Clute:

In line with the request made in your letter of December 21, I have contacted the Highway Department for information relating to the street project in the vicinity of your home in Bandon.

I am informed that the Department examined the test reports of materials used in the concrete and tests made of the concrete itself and have found nothing to indicate the work was substandard. All materials used in such a project are subject to both laboratory testing and field inspection.

The Department advises me that an inspection of the project was made by Assistant Division Engineer L. W. Rulien on January 9. This inspection was made as a direct result of my request for information following receipt of your letter. Mr. Rulien reports that the work on the project is good and that you need have no fear as to its quality.

LPS:ajw fn

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1963

SUBJECT: Complaint - Dorris E. Clute
Bandon, Oregon
Re: Michigan Ave.-Grand Ave. Section

To:
Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

Reply is made to your letter of January 4, 1963 transmitting a letter received by the Governor and signed by Dorris E. Clute. This letter made a complaint of the condition of the grade and quality of the portland cement concrete sidewalk on the recently completed Michigan Avenue-Grand Avenue section in Bandon.

Mr. Larry Rulien, Assistant Division Engineer in Roseburg, has contacted Mrs. Clute and a copy of his report is attached. The basic information I derive from this report is that Mrs. Clute is one of those busybodies prone to write to the Governor on most any subject. Mr. Rulien's visit with Mrs. Clute seemingly produced no results whatever. She indicated no basic understanding of why she wrote her letter in the fist place.

Perusal of Mr. Rulien's letter will lead you to the same conclusion.

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

FDM:fp
Enc.
cc L. R. Chandler

RECEIVED
JAN 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM H-30 10M 8-62 43908

CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

JAN 14 1963

NOTED

PLACE NOTE AND FILE

Roseburg, Oregon
Jan. 11, 1963

SUBJECT: Assign. #33-M
Dorris E. Clute Complaint
Michigan Avenue-Grand Avenue (Bandon)
Contract 6081

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Reference is made to the subject assignment, which conerns a letter of complaint directed to the Governor from Mrs. Dorris E. Clute, who lives within the extremeties of the subject project.

On Wednesday, January 9, I made a trip to Bandon and inspected the sidewalks, curbs, and roadway. I stopped at the home of Mrs. Clute but no one answers the door. I then stopped in the CityHall of Bandon and contacted the City Manager, Mr. Fasnacht, and asked if he had heard of any complaints concerning the recently completed project, in fact, we drove over the job together. Mr. Fasnacht indicated that the job was completely satisfactory to the City of Bandon, and that, in fact, the City Council had accepted it and that he had hear of no complaints regarding the job itself.

I was advised by the City Manager that the Clutes had moved to Bandon in July, that Mr. Clute is a teacher at Pacific High School, that they had small children and were apparently, as most of us, having some difficulties making ends meet. I inquired into the financing of this project by the City for their share of the monies. He advised that they had public hearings prior to the project, which incidentally was prior to the time the Clutes had moved to Bandon, and that an assessment would be made against adjacent property owners at such time as the final billing is received from the State.

I then returned to the Clute home and this time was successful in contacting Mrs. Clute. I explained why I was there, went to some length to explain our classes of concrete, methods of inspection and sampling, our procedures with regards to asphalt concrete, the fact that due to a shortage of aggregates in this area we were developing specifications which utilized the terrace gravel deposits and, in general, rather thoroughly explained all that concerned and was pertinent to this project. Mrs. Clute

did not clarify the statements made in her letter to the Governor, did not give any indication of whether she was satisfied or not with the explanations and discussions offerred to her. I advised here that I had just looked at the sidewalks rather carefully and was of the opinion that it was a very good job, the sidewalks are uniform and pleasing to the eye. I advised her that I had checked our laboratory reports prior to my trip to Bandon, found that all the strengths of the concrete placed was well within the range of being satisfactory and suitable for use in sidewalk construction. I then made mention of the fact that she had indicated that the concrete was perhaps poor due to chipping of the walk and asked if she would point the place in question out to me. She indicated that her husband, in laying a loose brick walk which abutts our newly constructed sidewalk, had lain the sledge hammer down on the edge of the newly completed walk and a chip had broken out. We went out but could not find the chip, however, I did note a little chip at the outside edge of the walk in an adjacent driveway. It was about the size of half-a-bit piece. This adjacent driveway had been asphalted and this chip could have been, no doubt, made by equipment used in the driveway paving.

I again stated that we were completely satisfied with the quality of the work, have confidence in the engineers on the job, were sorry that she should become alarmed as to the quality of the project and hoped that the explanations offerred were satisfactory. She thanked me and I left.

I do not have the vaguest idea of why the lady wrote the letter or what she based the letter on. I do know that the job is a good job.

L. W. Rulien
Asst. Division Engineer

LWR:ds

RECEIVED
JAN 9, 1963
FOR FILING

Salem, Oregon
January 4, 1963

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Herewith is a copy of a letter to the Governor signed by Dorris E. Clute.

Please make an immediate check of what the situation to which she refers may be. Advise me at once, including any facts which should be brought to the Governor's attention.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

Box 474
Bandon, Oregon
December 21, 1962

Gov. Mark O. Hatfield
Capitol Building
Salem, Oregon

Dear Sir:

Recently I moved to Bandon, Oregon. The house fronts on the recently completed strip of U.S. 101 that starts at the junction of S42 and U.S. 101 and ends at the bottom of the hill near the center of town. I wasn't here more than a few days when I heard that the sidewalk and road grade did not meet the specifications for the job. I also heard that the engineers on the job admit it.

I am writing to find out if these rumors are true. (I almost believe these rumors because the cement in front of the house is already chipping.) I know that you are busy, yet you are the only person, I know, who is interested enough in such matters to find out if the rumors are true, and sufficiently removed from the scene so as not to be personally involved if something is amiss.

Thank you for your help in this matter.

Sincerely,

Dorris E. Clute

Dorris E. Clute

RECEIVED
JAN 3 63
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 24 1962

RECEIVED
DEC 31 1962
FOR FILING

December 31, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on contract #6081 for grading-paving-structure on Michigan Ave.-Grand Ave. Section (Bandon) on the Coquille-Bandon Secondary Highway in Coos County, will be released to the contractor, Woodward & Son & Barklow, Inc., after January 8, 1963.

This payment will be in the amount of $719.29 and the amount of retained percentage will be adjusted to $3,559.62.

You have been previously advised that claims have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Woodward & Son & Barklow, Inc.,
910 Knott Street
Coquille, Oregon

cc: C. H. Maleom

RECEIVED
DEC 26 1962
FOR FILING

6081

December 26, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6981 awarded to Woodward & Son & Barlow, Inc., for grading-paving-structure on the Michigan Ave.-Grand Ave. Section (Bandon) of the Coquille-Bandon Secondary Highway in Coos County, was completed October 16, 1962, and was accepted by the Highway Commission on December 21, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before January 2, 1963.

You have been previously notified of claims filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Woodward & Son & Barlow, Inc.,
910 Knott Street
Coquille, Oregon

cc: L. H. Young
C. H. Maison

RECEIVED
DEC 24 1962
FOR FILING
6081

December 21, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed October 16 on Contract 6081. The contract was with Woodward & Son & Barklow and was for grading, paving, and structures on the Michigan Avenue-Grand Avenue (Bandon) Section of the Coquille-Bandon Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 21, 1962, and that you concur in this procedure at the Commission meeting on January 22.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

RLP:ajw bbc

Surety letter written 12/26/62

FORM E 30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1962

SUBJECT: Acceptance of Contract

To: Mr. R. L. Porter
Asst. State Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 6081 with Woodward & Son & Barklow for grading, paving and structures on the Michigan Avenue-Grand Avenue (Bandon) Section of the Coquille-Bandon Highway in Coos County, completed October 16, 1962.

L. H. Young
Office Engineer

RECEIVED
DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 8, 1962

Section Michigan Ave. - Grand Ave. (Bandon)

Kind of work Grading, Paving & Structures

Highway Coquille - Bandon County Coos

Section prefix 106 - 1098 - 900

Contractor Woodward & Son & Barklow, Inc.

Contract number 6081

Date of contract May 4, 1962

Specified work days 65

Date work started May 14, 1962

Work days used 79

Project authorization $142,082.21
Exclusive of engineering $131,978.59

Per cent of time elapsed 121.5%

Estimated cost of completed project, exclusive of engineering $124,837.07

Estimated per cent overrun 0.53%

Per cent of contract completed, based on estimated cost 100%

Engineering authorization $10,103.62

Engineering cost to date $17,914.00, 177.3%

Date project was completed October 16 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	100%	100%	100%	None

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office, December 8, 1962.

NOTED

DEC 10 1962

Signed James E. Chaney

Address James E. Chaney, Resident Engineer
P.O. Box 496, North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING Sand Sub Base	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.37	0.37		Asph Stab Base 0.37	0.37
Miles partially completed	0.37	0.37		0.37	0.37
Miles completed	0.37	0.37		0.37	0.37
Total estimated quantities (contract)	9900 CuYd	4200 CuYd		2320 Tons	1570 Tons
Total quantities corrected to date	7031 CuYd	4242 CuYd		3075 Tons	1430 Tons
Estimated quantities moved or placed to date	7031 CuYd	4242 CuYd		3075 Tons	1430 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Partly Cloudy		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Partly Cloudy		
Saturday			

RECEIVED
NOV 26 1962
FOR FILING

November 26, 1962

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Release of $8,427.80 on contract #6081 after December 3, 1962 will be made to Woodward & Son & Barklow, Inc. for grading, paving and structure on the Michigan Ave.-Grand Ave. (Bandon) Section of the Coquille-Bandon Seedy. Highway in Coos County.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,555.65.

You have previously been notified of claims against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al

cc: Woodward & Son &
Barklow, Inc..
910 Knott St. Highway 42
Coquille, Oregon

C. H. Maison

NOTED ON CARD

RECEIVED
NOV 8 1962
FOR FILING

10C-10?
1011

November 8, 1962

Eugene Sand & Gravel, Inc.
700 8th Ave. East
P. O. Box 1067
Eugene, Oregon

Attention: Mr. John W. Alltucker

Dear Sir:

This is to acknowledge your letter of October 31, 1962 informing us that you have money due (amount not stated) for the furnishing of the precast-prestressed piling and decking for the Ferry Creek Bridge project in Bandon.

Your letter states this is in connection with the Woodward & Sons and Barklow Construction Co. Contract #6081 for the grading, paving and structure on the Michigan Ave.-Grand Ave. Section of the Coquille-Bandon Secdy. Highway in Coos County.

This contract was completed October 16, 1962, but has not yet been accepted by the Highway Commission. The United Pacific Insurance Co., through Petre-Van Doren, Inc., 199 North Central, Coquille, Ore. furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. As requested, we are attaching excerpts from the Oregon laws, outlining filing procedure.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMM.

CH:al
encl.

Noted on card AL

November 8, 1962

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1246
Tacoma 1, Washington

Attention Mr. W. T. Atkins

Dear Sir:

A letter has been received from the Eugene Sand & Gravel, Inc. P. O. Box 1067, Eugene, Oregon, advising that they have money due (amount not stated) for furnishing the precast-prestressed piling and decking for the Ferry Creek Bridge in Bandon.

This appears to be in connection with the Woodward & Son & Darklow, Inc. Contract #6081 for the grading, paving, and structure on the Michigan Ave.-Grand Ave. Section of the Coquille-Bandon Seedy. Highway in Coos County.

We provide this information as your company appears as Surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CHal

cc: Potre-Van Doren, Inc.
199 North Central
Coquille, Oregon

Woodward & Son
& Darklow, Inc.
910 Knott St.
Hwy 42 South
Coquille, Oregon

Mr. Glenn L. Jackson
Mr. David B. Simpson

Notedon
card AL

EUGENE SAND & GRAVEL, INC.
700 8TH AVENUE EAST • P. O. BOX 1067 • EUGENE, OREGON • DIAMOND 5-0321

October 31, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

6081

Dear Mr. Query:

We furnished the precast - prestressed piling and decking for Ferry Creek Bridge, at Michigan Avenue - Grand Avenue on the Coquille-Bandon Highway in Coos County.

So far, we have only twenty-five percent of our money.

In following up, we find a disagreement between R & M Construction Company who were subcontractors on the bridge, and Woodward and Sons and Barklew Construction Company, 910 Knott Street, Coquille, Oregon, who were the prime contractors for the project. The nature of this controversy does not concern us, but the apparent net effect is that we are not being paid on a bill now sixty days overdue.

This is to notify you that unless we are paid at once, we intend to file a claim, and we ask that you send us the proper forms at this time.

Sincerely Yours,

EUGENE SAND & GRAVEL, INC.,

John W. Alltucker

John W. Alltucker

JWA/ec

Cc, Original copy J.C.

NOTED
C. W. HEAD

RECEIVED
NOV - 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 30 1962
FOR FILING

6091

November 2, 1962

Woodward and Son and Barklow, Inc.
910 Knott Street
Coquille, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 1, 1962, discussed with the Engineer your request for an extension of time on Contract No. 6091. You requested 20 additional workdays within which to complete the grading, paving and structure on the Michigan Avenue-Grand Avenue (Bandon) Section of the Coquille-Bandon Secondary Highway in Coos County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 5 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: L. R. Chandler
Eugene Ash
F. D. Morgan
L. H. Young
C. H. Maison

RECEIVED
OCT 24 1962
FOR FILING

October 23, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 6
November 1 Meeting

Woodward & Son & Barklow, contractors on the Michigan Avenue-Grand Avenue grading, paving, and structure project on the Coquille-Bandon Highway in Coos County, have requested an additional 20 days in which to complete the project without the assessment of liquidated damages. This is a State project, Contract 6081. The reasons given by the contractors are many but, in our opinion, only one has merit.

During the progress of construction a large amount of subsurface water was encountered, and it was necessary to place perforated drain pipe to correct the situation. This was extra work that was not contemplated in the plans and required five days to accomplish. It is recommended, therefore, that the time be extended five workdays. This will increase the time from 60 to 65 days but will not eliminate all liquidated damages. It is estimated that the contractors will require 12 to 15 days, in addition to the 65 days to complete this project.

This matter will be on the agenda for your consideration at the November 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ajw hlb

RECEIVED
NOV 30 1962
FOR FILING
6081

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6081 Contractor Woodward & Son & Barklow, Inc.

Highway Coquille-Bandon

Section Michigan Ave.-Grand Ave. (Bandon)

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 5 days due to subsurface water conditions which were unknown at the time the contract was let.

11-29-62 for an increase of 5 workdays
Floyd Dueey

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No.	6081
Project designation	State (State-Federal)
Date awarded	5/4/62
Work started	5/14/62
Per cent completed	97.6% 9/28/62 (Date)
No. of Workdays Allowed	60
No. of Workdays Used	73
No. of Added Workdays Requested	20

B—200 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#6

Oregon State Highway Commission
Salem, Oregon

Date 9-15, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 80 days, within which to complete our Contract No. 6081, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter from our sub Contractor.
In addition to the attached letter the drainage excavation and general excavation was held up for 8 work days during June by the City of Bandon not having their water line moved and lowered. They run into the excessive water mentionted in the letter.

Respectfully submitted,

Woodward & Son & Barklow Inc.
Contractor

By G. W. Woodward Sec.

CONSENT OF SURETY

Date September 18, 1962

We, THE UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

W. H. Pettet
Attorney-in-fact

(SEAL)

Pettet Insurance Agency
Resident Agent

FORM E-30 SOM 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1962

To: Mr. R. L. Porter
Assistant State Highway Engineer

O F F I C E

SUBJECT: Request for Extension of Time
Michigan Ave.-Grand Ave. Sec. (Bandon)
Coquille-Bandon Highway
Contract No. 6081

Attached is a Contractors Request for Increase in Number of Workdays to Complete Construction Contract submitted by Woodward & Son and Barklow, contractors on this project. The contractor has requested an additional 20-days, from 60 to 80-days, due to subsurface conditions at the bridge site, water in the subgrade, delays caused by the Ironworkers Strike, and delays caused by the City of Bandon not moving water lines on time.

We have investigated these contentions of the contractor, and find that:

(1) The subsurface conditions were not demonstrably different from the indications on the plans. We recommend no increase on this account.

(2) Excess water was encountered in the subgrade and considerable perforated pipe was placed. This required an additional 5-days.

(3) No workdays were charged on the project when delays were incurred by the Ironworkers Strike. There were 13-workdays not charged which would have been otherwise chargeable.

(4) The City of Bandon was not slow in their water line relocation, and the job progressed in a normal manner at all times.

We, therefore, recommend that an additional 5-days be granted due to the excessive subsurface water. This will increase the allowable workdays to 65. As of October 12, 1962, the project was complete except for some minor cleanup, and 77 workdays had been charged.

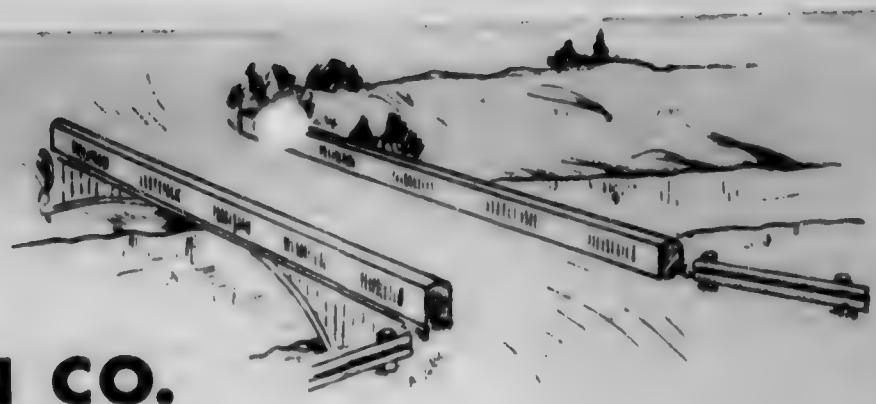
This is a State Project, being constructed without Federal-aid. A rough draft to the Highway Commission is attached.

F. D. Morgan
Construction Engineer
By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachment

cc: L. H. Young

RECEIVED
OCT 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER



R & M CONSTRUCTION CO.
General Contractors

Phone NOrmandy 4-2543

P. O. BOX 8~~20~~48, CENTRAL POINT, OREGON

Sept. 12, 1962

Mr. Eugene Ash
Res. Bridge Eng.
Ore. State Hiway Dept.
Coquille, Oregon

Dear Sir:

As Sub-builders on the Michigan Ave.-Grand Ave. Viaduct job, we are asking for 18 additional work days based on the following reasons:

1. In driving piling for the Bridge, the test hole on the plans showed sand. Driving we found that their was logs, stumps, and debris of all kinds that had to be removed. It took us 15 more work days longer to do this job than was anticipated from data we could gather from the plans.

2. Their was an excessive amount of water in the grade and we had to put in a considerable amount of perforated pipe that did not show on the plans, this cost us 5 work days putting in this pipe.

3. Their was a sidewalk added to the contract which cost us 4 additional work days.

4. We were unable to place our reinforcing steel during the steel strike and due to this we had to work around the retaining wall, which cost us 20 work days.

We feel we are justified in requesting an extension of 18 work days on this project as summing it up some of these work days were overlapping.

Yours truly,

R. & M. CONSTRUCTION COMPANY

John R. Robison

John R. Robison, Partner

Copy

JRR/pr

NOTED
V.R.

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
DON HARWELL

Salem, Oregon
October 18, 1962

P.A. #5, Contract No. 6081
Michigan Avenue-Grand Avenue
City of Bandon

Mr. F. B. Klaboe
O F F I C E

NOTED
R. H. PRANGE

Our construction agreement with the City of Bandon in paragraph 2 under THINGS TO BE DONE BY STATE provides that State is to pay 75% of the city's cost for the adjustment of mains, lines, pipes etc. As the city has deposited an advance deposit which likely will exceed 25% of the total cost, it is suggested that this small amount be absorbed in the project.

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm

RECEIVED
OCT 11 1962
FOR FILING

Woodward & Son - Barklow

OFFICE: HIGHWAY 42 SOUTH

PHONE 8102

910 KNOTT STREET
COQUILLE, OREGON

General Contractors

10E-10W
6081

10-9-62

Oregon State Highway Commission
Salem,
Oregon

Att: Mr Floyd Query

re: Copy of letter sent to
United Pacific Ins. Co.
Contract # 6081

Dear Sir:

R. & M. is our subcontractor on this project in charge of structure, drainage and all concrete work. Yes, we do owe them money and the funds are in the bank awaiting R.&M. to full-fill certain conditions.

We were notified by one of R.&M. creditors that R.&M. had failed to pay for materials delivered on the job amounting to a considerable sum. This material was delivered to R.&M. in June 1962 and R.&M. had been paid their share of the Highway Dept. estimate for that month, which included this particular item.

Please see attached letters (copies) as to the present status on this situation.

Sincerely,
Woodward & Son - Barklow Inc.

by G. W. Woodward Sec.

3 Copies Attached

NOTED
FLOYD QUERY

RECEIVED
OCT 10 1962
OREGON
STATE HIGHWAY COMMISSION

Woodward & Son - Barklow

910 KNOTT STREET
COQUILLE, OREGON

OFFICE: HIGHWAY 42 SOUTH

PHONE 8108

General Contractors

10-6-62

R. & M. Construction Co.
Central Point,
Oregon

Dear John:

This letter is a confirmation of our conversation of Oct. 5, 1962 with your office represetative.

We have received notice from the Highway Dept. of your complaint of our holding your estimates. Let me assure you, the money is in the Bank and pending receiving a Bond from you stating you will pay and be responsible for all debts and liabilities incurred on the Bandon project, and also you will finish the project as per all plans and specifications. We will gladly refund to you, your share of the performance Bond when we receive this Bond.

I talked (this morning) with Eugene Sand & Gravel and they would not send us a letter stating they were completely satisfied with the payment arrangements made with you, in other words, they are still holding us responsible.

A lot of discomfort and letter writing to all parties concerned can be saved if you will send us the afore mentioned Bond. Our Bonding Co. has advised us to request this Bond from you.

Sincerely,
Woodward & Son Barklow Inc.
G. W. Woodward
by G. W. Woodward Sec.
Wayne W. Woodward

EUGENE SAND & GRAVEL, INC.
700 8TH AVENUE EAST • P. O. BOX 1067 • EUGENE, OREGON • DIAMOND 8-0321

October 5, 1962

Woodward and Sons and Karklow, Inc.,
Coquille, Oregon

Gentlemen:

In confirmation of our telephone conversation October 5th, we furnish status of the account of R & M Construction Company, Central Point, Oregon.

Our billing in amount of $21445.00 was issued July 11, for total amount due us for prestressed sheet, piling and bridge slabs, and including transportation, as per contract.

Mr. Robinson promised Mr. John Alltucker, President of this corporation, that payment would be made of $5000.00 September 25th and balance of $16445.00 October 10th, 1962. The $5000.00 was received September 27th.

Very Truly Yours,

EUGENE SAND & GRAVEL, INC.,

L. L. Garrison

L. L. Garrison
Office Manager

LLG/ec

Woodward & Son - Barklow

OFFICE: HIGHWAY 42 SOUTH PHONE 8103

910 KNOTT STREET
COQUILLE, OREGON

General Contractors

9-28-62

R. & M. Construction Co.
P.O. Box 848
Central Point, Oregon

Dear Sir:

Your letter of 9-27-62 recieved today. The reason for the delay in your not recieving your estimate is that shortly after mailing you the last estimate by registered mail, we recieved a call from Mr. Alltucker, Eugene Sand & Gravel in which he stated he had not recieved any payment from you, and that you had informed him that you had not received any payment on your work, consequently Mr. Alltucker stated he was holding us for monies due him incurred by you for this work at Bandon. Now as we had not asked you for a financial statement or for a performance Bond you can readily see our position. We feel we are entitled to a definite committment from you in regard to payment to this account. If you wish, we could issue you a check made payable to R.&M. and Eugene Sand & Gravel for the ballance due on this account.

There is a knob of dirt left above the west end of the retaining wall that we could not reach on our .94 structural excavation for the wall and in our conversation I mentioned the possibility of our loader not being able to reach all the dirt. Al had refused to accept this responsiblity. This area falls inside the structural stakes and outside the General Excavation area.

We have worked many overtime hrs plus Sat. to push this project to completi n. It behooves you to see this contract through by working your crews full time, including overtime. Our request for time extension has not been approved as yet , and until such time as approval, we in turn must deduct the damages. We are being charged 90.00 per day at present as shown on last est. from the state.

May we hear from you by return mail or in person

Sincerely yours,
Woodward & Son- Barklow Inc.
G.R. Woodward

RECEIVED
OCT 4 1962
FOR FILING

October 3, 1962

R & M Construction Co.
P. O. Box 848
Central Point, Oregon

Attention: Mr. John B. Robison

Gentlemen:

This is to acknowledge receipt of your letter of October 1 stating that Woodward & Son & Barklow, Inc., owe you for work performed on the Grand Avenue-Michigan Avenue (Bandon) job (amount not stated). From the description in your letter this appears to be in connection with State Highway Contract No. 6081 with Woodward & Son & Barklow, Inc., for grading, paving and structure on Michigan Avenue-Grand Ave. Section in Bandon, on the Coquille-Bandon Secondary Highway in Coos County.

Our Construction Division informs us that this contract was approximately 98% complete as of September 28, 1962.

The United Pacific Insurance Company, through Petre-Van Doren, Inc., 199 North Central, Coquille, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Yours very truly,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CWH:fp

October 3, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

A claim letter, dated October 1, 1962, has been received from B & M Construction Co., Central Point, stating that Woodward & Son & Barklow, Inc., owe them (amount not stated) for work done on the Grand Avenue-Michigan Avenue job in Bandon.

This appears to be in connection with State Highway Contract No. 6081 with Woodward & Son & Barklow, Inc., for grading, paving and structure on the Michigan Avenue-Grand Avenue Section in Bandon, Coquille-Bandon Secondary Highway, Coos County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

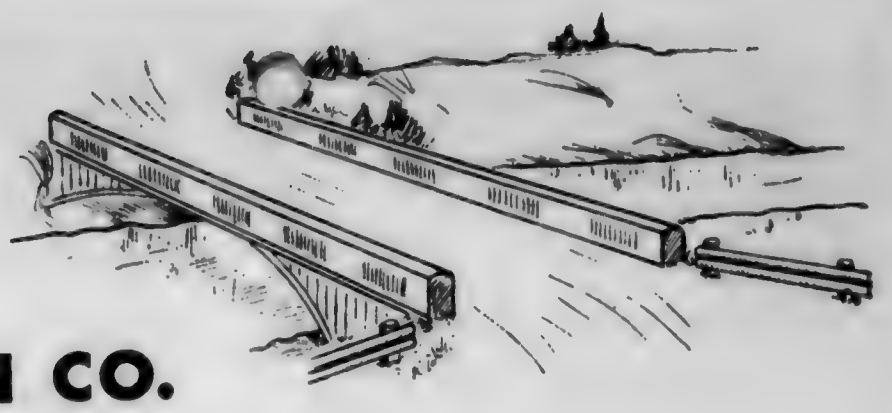
CC:
Petre-Van Doren, Inc.
199 North Central
Coquille, Oregon

Woodward & Son & Barklow, Inc.
910 Knott Street
Coquille, Oregon

NOTED ON CARD

Commissioners

CWH:fp



R & M CONSTRUCTION CO.
General Contractors

Phone NOrmandy 4-2543

P. O. BOX ~~426~~ 848, CENTRAL POINT, OREGON

Oct. 1, 1962

Oregon State Highway Com.
Salem, Oregon

#6081

Gentlemen:

We have a Sub-Contract with Woodard & Son & Barklow on the Grand Ave.-Michigan Ave. Bandon Job. We have not been paid for any work done since July 10, 1962.

We would like to file a claim against this contract as specified in Standard Specifications for Highway Const. Issue May 1954 Page 19 Article 1.7.29. We would like information on the right proceedure to file on this claim.

Thank you.

Yours truly,
R & M CONSTRUCTION CO.

John B. Robison

John B. Robison, Partner

JBR/pw

Ed Tease
18 Bonds of
10-8-62

RECEIVED
OCT 2 1962
OREGON
STATE HIGHWAY COMMISSION

Ole, please reply
-76

NOTED
C. W. HEAD

RECEIVED
SEP 24 1962
FOR FILING
6081

September 19, 1962

R and M Construction Company
General Contractors
P. O. Box 848
Central Point, Oregon

Gentlemen:

This is in reply to your letter of September 18 concerning the Woodward & Son & Barklow, Inc., Contract No. 6081, grading, paving and structure of the Michigan Avenue-Grand Avenue (Bandon) Section on the Coquille-Bandon Secondary Highway in Coos County.

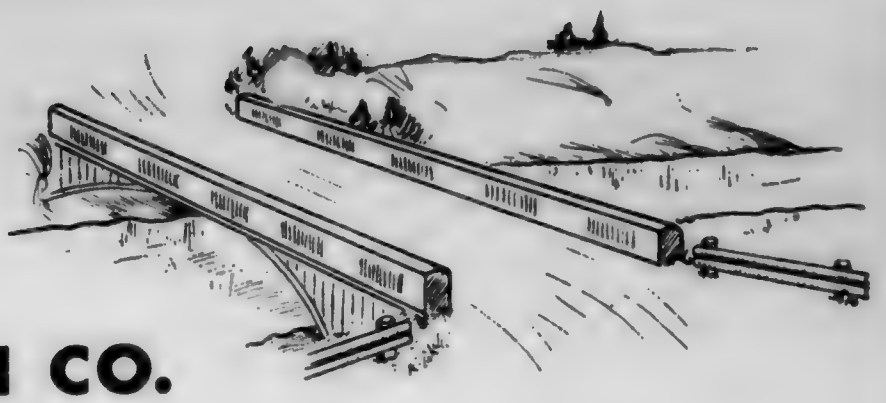
The United Pacific Insurance Company through Petre-Van Doren, Inc., 199 North Central, Coquille, Oregon, furnished the performance bond on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn



R & M CONSTRUCTION CO.
General Contractors

Phone NOrmandy 4-2543

P. O. BOX ~~426~~ 848, CENTRAL POINT, OREGON

Sept. 18, 1962

Oregon State Highway Com.
Salem, Oregon

5081

Gentlemen:

We would like to know the Bonding Agent of Woodward & Son & Barklow on the Michigan Ave. Grand Ave. Bandon Job.

We would like this information as we have a claim to file against them on this job.

Yours truly,
R & M CONSTRUCTION CO.

John B Robison
John B. Robison, Partner

JBR/pw

RECEIVED
SEP 19 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. S. COX

June 21, 1962

Mr. John H. Fasnacht
Manager of Utilities
City Hall
Bandon, Oregon

NOTED
DON HARWELL

RE: Michigan Avenue-Grand Avenue Section
Coquille-Bandon Highway

Dear Mr. Fasnacht:

In reply to your letter of June 16 wherein you raised the question about raised asphaltic concrete traffic markers, Type "L," this office has checked with our Construction Division and the asphaltic markers will not be installed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:ma

cc: Fred Klaboe

RECEIVED
JUN 25 1962
FOR FILING
6081

June 21, 1962

Oregon State Highway Commission

Gentlemen:

Your concurrence is requested in the establishment of a 25-mile-per-hour construction speed zone on the Oregon Coast Highway between Mile Point 273.37 and Mile Point 273.74 in the City of Reedsport in Coos County.

This restriction was placed in effect at 1:00 p.m. on June 13 and is necessary because of highway construction on the Michigan Avenue-Grand Avenue Section.

The matter will be on the Highway Commission meeting agenda for June 29.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quarry
G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RLP:ajw hlb

FORM E-20X—50M—11-61—40231

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
I. S. COX

Salem, Oregon
June 19, 1962

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

SUBJECT: AC Traffic Markers
Michigan Ave.-Grand Ave. (Bandon)
Bandon-Coquille Highway
Contract No. 6081

To Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

RECEIVED
JUN 20 1962
ENGINEER
COUNTY & CITY RELATIONS

You are hereby instructed to omit the raised AC traffic markers shown on the plans for this project. No bid item was set up for this work, and the City of Bandon objects to their use.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh

cc; H. S. Cox

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
DON HARWELL

June 16, 1962.

Mr. H. S. Cox,
County & City Relations Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Cox:

Re: Michigan Ave.- Grand Ave. Section, Coquille-Bandon Highway.

We note that the prints for the above job call for a Raised Asphaltic Concrete Traffic Markers Type "L" although it is not listed in the Summary of the Items. We believe that the construction of this marker will raise more problems than it will solve and request that this be eliminated in favor of the conventional painted marking.

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

cc: Mr. Harry Oswald,
Resident Engineer,
North Bend, Oregon.

RECEIVED
JUN 19 1962
COMMISSIONERS
FOR FILING
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
6181 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 14, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 1:00 p.m., June 13, permission was granted for the establishment of a 25 MPH construction speed zone on the Michigan Avenue-Grand Avenue Section of the Oregon Coast Highway between M.P. 273.37 and M.P. 372.74 in the city of Bandon in Coos County.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By Original Signed by
F. B. Crandall
F. B. Crandall
Traffic Engineer

VPJ:pk
bc: Tom Edwards

RECEIVED
JUN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAY 17 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6081

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 17, 1962

Woodward & Son & Barklow, Inc.,
~~910 Knott Street~~
Coquille
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6081, awarded May 4, 1962, for grading-paving-structure on the Michigan Ave.-Grand Ave. Section (Bandon) on the Coquille-Bandon Secondary Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
Harold C. Ayers

NOTED
H. S. COX

May 8, 1962

NOTED
DON HARWELL

Mr. John H. Fasnacht
City Manager
City Hall
Bandon, Oregon

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Dear Mr. Fasnacht:

This is to acknowledge receipt of the City's advance deposit of $30,775 and to advise that on May 4 the State Highway Commission awarded Contract No. 6081 to Woodward and Son and Barklow, Inc., of Coquille for the grading, paving, and structure on the Michigan Avenue-Grand Avenue Section in Bandon. The amount of the contract was $120,545.30.

A copy of the contract and plans is enclosed for the City's information and records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
DON HARWELL

H. S. Cox
County and City Relations Engineer

DHH:mm
Encl.

RECEIVED
MAY 9 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6081

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 8, 1962

Woodward & Son & Barklow, Inc.,
Hwy. 42 South
Coquille
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6081, awarded May 4, 1962, for grading-paving-structure on Michigan Ave.-Grand Ave. (Bandon) section of the Coquille-Bandon Secondary Highway in Coos County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **May 22, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. H. Young
L. R. Chandler
Res. Engineer
Frank Morgan

RECEIVED
MAY 15 1962
FOR FILING
6071

May 4, 1962

Woodward & Son-Barklow
910 Knott Street
Coquille, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 accepted your proposal for grading, paving and structure on Michigan Avenue-Grand Avenue (Bandon) Section of the Coquille-Bandon Highway, Coos County, for the sum of $120,545.30 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied, and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 6081.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc
cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

Oregon Portland Cement Company, Portland

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 4, 1962
Salem, Oregon

Woodward & Son-Barklow
910 Knott Street
Coquille, Oregon

Contract No. 6081 for Michigan Avenue-Grand Avenue (Bandon) Section of Coquille-Bandon Highway, Coos County, for which you submitted low bid on April 11, 1962 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Lee Gatlin
Accounting (5003-900)
Files

RECEIVED
APR 21 1962
COMMISSIONERS
FOR HEARINGS

R. H. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 23, 1962

City of Bandon
City Hall
Bandon, Oregon

ATTENTION: Mr. John H. Fasnacht

Re: Water Line and Power Line Adjustments
Michigan Ave.-Grand Ave. (Bandon) Section
Coquille-Bandon Highway
Coos County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State and you are hereby authorized to proceed with the work as of April 20, 1962. Reimbursement for the work done subsequent to this date will be made under the terms of PPM 30-4.

Please contact Mr. Harry Oswald, Resident Engineer, P. O. Box 496, North Bend, Oregon, before you begin work on the project.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: G. S. Paxson
R. L. Porter
J. D. Walker
L. H. Young
C. H. Maison
Harry Oswald

NOTED
TOM EDWARDS

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1962

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Power and Water Line Adjustments
City of Bandon
Michigan Ave.-Grand Ave.(Bandon)Sec.
Coquille-Bandon Highway
Coos County

Enclosed you will find three (3) copies of the estimate and sketch map for the adjustment of the water lines and the power lines owned by the City of Bandon on the subject project.

Please prepare and submit two State Force Orders: one for the water line adjustment and one for the power line adjustment.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
encs.

cc: G. S. Paxson

RECEIVED
APR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

MEMO TO FILES
4/20/62

RE: City of Bandon
Michigan Avenue-Grand Avenue (Ferry Creek Bridge) Section

The required advance deposit ($30,775) has been received from the city of Bandon on the Michigan Avenue-Grand Avenue Section; however, no contract may be awarded until right-of-way clearance is obtained.

H. S. Cox
County and City Relations Engineer

DNH:mm

cc: L. H. Young
Ivan Merchant

NOTED
JOHN D. GRAHAM

Salem, Oregon
April 20, 1962

Advance Deposit
City of Bandon

Mr. C. H. Maison
O F F I C E

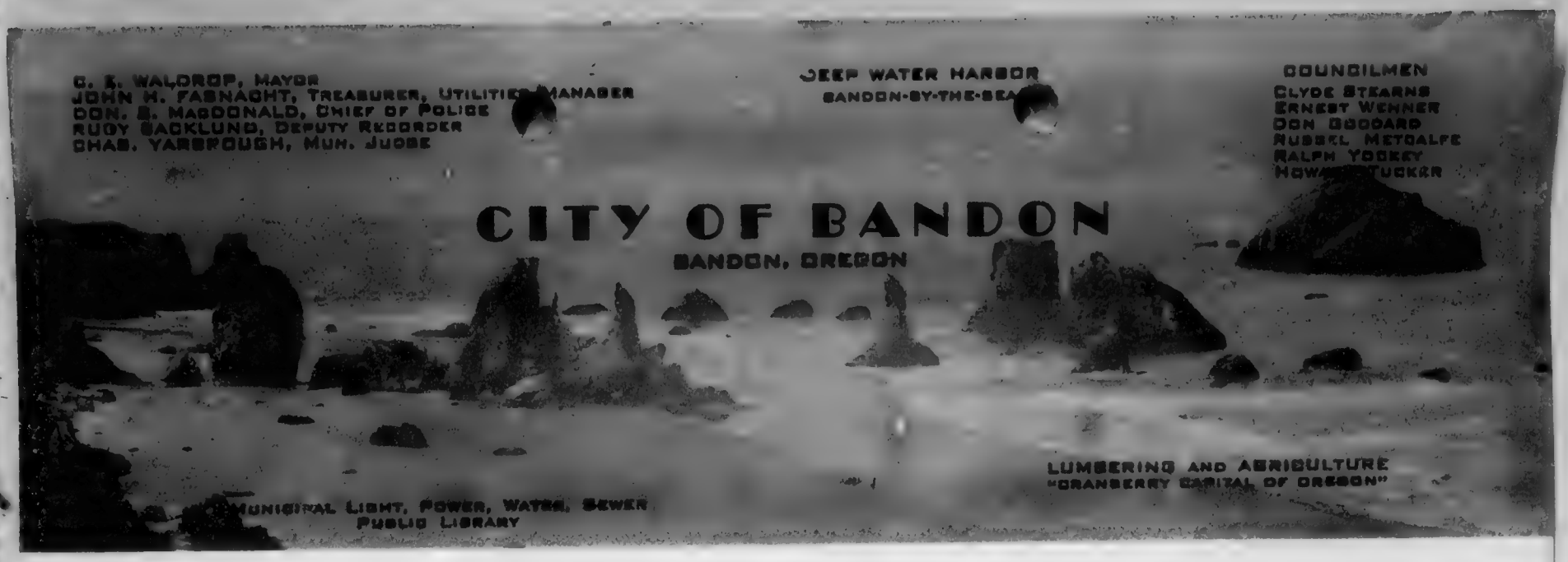
Attention: Mr. John Herr

Attached is the City of Bandon's advance deposit for $30,775 which represents the city's share for the construction of the Ferry Creek Bridge-Michigan Avenue Section of the Coquille-Bandon Highway.

NOTED
DON HARWELL

D. N. Harwell, Mapping & Records Engr.
County & City Relations Division

JDG:mm



April 18, 1962

Mr. H. S. Cox
County and City Relations Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Cox,

In accordance with your letter of April, 1962 we are enclosing our General Fund check in the amount of $30,775.00 as the City's deposit on the share of the Ferry Creek Bridge-Michigan Avenue Section of the Coquille-Bandon Highway. This was authorized by the Council at its regular meeting of April 18th, 1962.

Very truly yours,

City of Bandon

By John H. Fasnacht
John H. Fasnacht
Mgr. of Utilities

RECEIVED
APR 20 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
APR 16 1962
FOR FILING

April 13, 1962

Woodward & Son-Barklow
910 Knott Street
Coquille, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, accepted your bid in the amount of $120,545.30 for grading, paving and structure on Michigan Avenue-Grand Avenue (Bandon) Section of the Coquille-Bandon Highway in Coos County, which was the low bid received for that job on April 11, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
APR 12 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

106-1098

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
April 12, 1962

Mr. John H. Fennacht
Manager of Utilities
City of Bandon
Bandon, Oregon

Utility Adjustments
Michigan Ave.-Grand Ave.
Coquille-Bandon Highway
Coos County

Dear Sir:

We are returning to you your estimate submitted by you with your letter of April 10, 1962.

Please resubmit it to conform with PPM 30-4, paragraph 7(h) and paragraph 14, and the enclosed instructions.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

Enclosure

FWS:fp

cc G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
APR 13 1962
OFFICE OF
ENGINEER

xxxxxxxxxxxxxxx

NOTED
R. JONES

NOTED

April 11, 1962

NOTED
DON HARWELL
NOTED
JOHN D. GRAHAM

Check received 4/20/62 #30,775

Mr. John Fasnacht
City Manager
City Hall
Bandon, Oregon

NOTED
R. H. PRANGE

Dear Mr. Fasnacht:

On April 11, the State Highway Commission received bids for construction of the Ferry Creek Bridge-Michigan Avenue Section of the Coquille-Bandon Highway. The low bid was submitted by Woodward & Sons and Barklow of Coquille, and the revised estimate based on this bid is as follows:

Bid Items	$120,545.30
Flagging	1,500.00
Signing	250.00
Adjust Water Lines	3,500.00
Adjust Power Poles	500.00
Estimated Right-of-way Cost	12,000.00
Total Anticipated Construction Cost	$138,295.30
Engineering and Contingencies	17,286.91
	$155,582.21
Less Cost of Ferry Creek Bridge	- 40,288.80
	$115,293.41
Less Cost of New Sidewalks	- 2,600.00
Balance.	$112,693.41
City's Share, 25%.	$ 28,173.35
Plus 100% of Sidewalk Cost . .	2,600.00
Total Estimated City's Share .	$ 30,773.35 - or say $30,775.00

As per the agreement between City and State, the City is to deposit with State an amount of money equal to 25% of the estimated total cost, as bid, for all construction cost plus estimated right-of-way costs, engineering and additional items, and 100% of cost of new sidewalks, less cost of Ferry Creek Bridge. Will you please forward to this office a check made payable to the Oregon State Highway Commission in the amount of $30,775 at your earliest convenience as the contract cannot be awarded until the City's deposit is in our hands.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. S. Cox
County and City Relations Engineer

HCA:mm

RECEIVED
APR 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1962

SUBJECT: West Coast Telephone Company
Telephone Line Adjustment
Michigan Ave.-Grand Ave.
(Bandon) Section
Coquille-Bandon Highway
Coos County

To: Mr. L. I. Lindas
Chief Counsel

O F F I C E

Attention: Mr. Joe Hershberger

Bids are to be opened on this project on April 11, 1962. A telephone line owned by the West Coast Telephone Company, 1800 - 41st Street, Everett, Washington, is in conflict with the proposed new construction as listed below, and must be adjusted.

A telephone line crossing in the vicinity of Station 19.

A telephone line on the southerly side of the existing highway between Station 19 and Station 33.

These conflicts are all located on public roadway right of way.

It is the obligation of the company to adjust their facilities on public roadway right of way without reimbursement.

In view of the above, it is recommended that the company be notified to proceed with the work in the near future.

Mr. Harry Oswald, P. O. Box 496, North Bend, Oregon, is the Resident Engineer, and Mr. George Baker, P. O. Box 606, Coquille, Oregon, is D.M.S. for District 3B.

F. D. Morgan
Construction Engineer

By T W Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: G. S. Paxson

NOTED

RECEIVED
APR 4 1962
FORM E-30X—50M—6-61—76652
-FOR FILING
106-10 71
6071

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1962

SUBJECT: City of Bandon
Water Line Adjustment
Michigan Ave.-Grand Ave.
(Bandon) Section
Coquille-Bandon Highway
Coos County

To: Mr. L. I. Lindas
Chief Counsel

O F F I C E

Attention: Mr. Joe Hershberger

Bids are to be opened on this project on April 11, 1962. A water line owned by the City of Bandon, Bandon, Oregon, is in conflict with the proposed new construction as follows:

A 10" water line located on the northerly side of the existing roadway between Station 13 and Station 31+80, with a crossing in the vicinity of Station 31+80.

A 6" water line crossing in the vicinity of Station 19+70.

It is the obligation of the State to reimburse the City for the cost of adjusting their facilities within the City, in accordance with the City Agreement.

In view of the above it is recommended that the City be requested to submit an estimate and sketch map for the reimbursable work, in accordance with the City Agreement and PPM 30-4. The State will then obtain the authority to proceed with the work and will notify the City when such authority is received.

Mr. Harry Oswald, P. O. Box 496, North Bend, Oregon, is the Resident Engineer, and Mr. George Baker, P. O. Box 606, Coquille, Oregon, is D.M.S. for District 3B.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson

NOTED
U.S.

RECEIVED
APR 1 1962
FOR FILING

FORM E-30X—80M—6-61—16662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1962

To: Mr. L. I. Lindas
Chief Counsel

O F F I C E

Attention: Mr. Joe Hershberger

SUBJECT: City of Bandon
Power Line Adjustment
Michigan Ave.-Grand Ave.
Bandon Section
Coquille-Bandon Highway
Coos County

Bids are to be opened on this project on April 11, 1962. A power line owned by the City of Bandon, Bandon, Oregon, is in conflict with the proposed construction in the following locations:

A power line crossing in the vicinity of Station 19+50.

A power line between Stations 30 and 31.

It is the obligation of the State to reimburse the City for the cost of the adjustment of their facilities within the City in accordance with the City agreement.

In view of the above, it is recommended that the City be requested to submit an estimate and sketch map for the reimbursable work in accordance with the City agreement and PPM 30-4. The State will then obtain the authority to proceed with the work and will notify the City when such authority is obtained.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
V. R. JONES

March 16, 1962

Mr. John Fasnacht
City Manager
City Hall
Bandon, Oregon

Dear Mr. Fasnacht:

I have contacted several of the highway engineers and they report they do not have enough experience with transite pipe to advise as to method of anchoring the pipe at cut-off.

The bridge engineers advise that the design of the bridge over Ferry Creek is such that precast sheet piling will have to be driven for the full width of the bridge and think that your idea, as discussed with me, of cutting the pipe and by-passing as you intend and angling your 10-inch main over to the west and lowering below our drainage at this point is very good as that will leave the bridge site clear for the contractor on both bridge and storm drains. They suggest that you get in touch with Johns-Manville and get their ideas and suggestions as to holding your main in place.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

NOTED

H. C. Ayers
Field Engineer

HCA:ma

March 8, 1962

Mr. F.D. Morgan, Construction Engineer
State Highway Department
Salem, Oregon

Att: Mr. C. E. Baker
Ass't. Field Construction Engineer

Dear Sir:

Please refer to your letter of February 1, 1962 in which you request us to prepare estimate and sketch maps for the re-location of existing City facility (water mains) on Highway 101 between Michigan Avenue and Grand Avenue.

There are several problems involved in re-location of the main, and operation of the main during construction. We might decide to do it one way and the resident engineer might have entirely diff-crent ideas on the subject. We believe it would be advantageous for us to confer with the resident who will be in charge of the construc-tion so that a mutually satisfactory and feasible plan for the water mains can be worked out. Since it will be necessary to purchase some materials not ordinarily used in our water system, we would appreciate the opportunity of conferring with your man as early as possible in order to get most of our work done before the contractor moves in.

Very truly yours,

City of Bandon

By John H. Fasnacht

John H. Fasnacht
Mgr. of Utilities

CONSTRUCTION DIVISION
RECEIVED
MAR 9 1962
NOTED-☐ ☐ ☐ ☐ ☐
CE ACE ACE CUE

REFERRED TO

By Ass't. Construction Engineer

RECEIVED
FORM S-123-X 50M 6-61

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
February 1, 1962

City of Bandon
City Hall
Bandon, Oregon

Attention: Mr. John H. Fasnacht

Preliminary Plan and Profile Sheets
Michigan Ave.-Grand Ave. (Bandon) Sec.
Coquille-Bandon Highway
Coos County

Gentlemen:

We are sending to you under separate cover preliminary prints of the construction plan and profile sheets of this section of the Coquille-Bandon Highway. Our present tentative schedule calls for the opening of bids on this project on April 11, 1962.

It is the obligation of the State to reimburse the city for the adjustment of its facility on city streets. Please prepare an estimate and sketch map of the reimbursable work in accordance with the agreement between the State and the City of Bandon and in accordance with PPM 30-4. This estimate and sketch map should be retained by you until the reduced construction plans are received and checked for differences. The estimate and sketch map is to be submitted to the Construction Division when requested by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

FS:fp

cc G. S. Paxson
L. R. Chandler

RECEIVED
FEB 2 1962
OFFICE
STATE

NOTED
V. R JONES

NOTED
Harold C. Ayers

January 17, 1962

NOTED
JOHN D. GRAHAM

Mr. John H. Fasnacht
City Manager
City Hall
Bandon, Oregon

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Dear Mr. Fasnacht:

I have checked with our bridge division regarding design of the Ferry Creek Bridge in Bandon and find that this structure has not been designed as yet.

The bridge division has been alerted as to the needs of the city in desiring to know at the earliest possible date the elevation and distance from centerline of the 10" water main where it crosses Ferry Creek. I have asked the bridge people to keep this water main in mind and make a specific recommendation as to the cheapest possible method of re-establishing this main and the timing that should be employed in re-establishing same.

As soon as design plans are complete and recommendations received, they will be forwarded to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:mm

December 13, 1961

Mr. H. S. Cox
Engineer County and City Relations
State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

Dear Mr. Cox,

During our conversation with you in your office on December 6th, 1961 you stated that the proposed widening and reconstruction of "a portion of the Oregon Coast Highway, Oregon Primary Highway No. 9, located between Michigan Avenue and the Ferry Creek Bridge" was not in the program for this year. The agreement for this joint undertaking was approved by the Council by resolution on September 5, 1961 and was formally approved by the Commission on October 20, 1961. Representatives of the press attend our Council meetings and both of the above actions were front page news in the local paper. Our citizens are asking when the job will be done.

Mayor Waldrop talked with the late W. C. Williams in December of 1958 regarding this project and at that time he stated that it was a necessary improvement. We have correspondence in our files from November 1960 regarding the project. We assumed that final action by the Commission was delayed due to lack of funds. We believe it was logical to assume that when the agreement was approved by the Commission that construction could be done during the year 1962.

Possibly your funds for the year ending June 30, 1962 have been committed. But it would appear that it was the intent to do the work not later than the fiscal year 1962-63. This would mean construction either during the fall of 1962 or the spring of 1963. We believe that it is a fair request to inform us of the timing within the above limits so that we can plan for our financing and the water main re-locations to be done, if any.

Very truly yours,
City of Bandon
By John H. Farnacht
John H. Farnacht
Mgr. of Utilities

cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission

RECEIVED
DEC 15 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
R. H. PRANGE

December 13, 1961

Mr. John Fasnacht
City Manager
City Hall
Bandon, Oregon

Dear Mr. Fasnacht:

From the best information furnished, the Road Design Section has plotted on the enclosed map the elevation of your present 10-inch water main and has shown the proposed elevation of the relocation of the main.

It is suggested that the main be placed so as to provide for a 12-inch cover from our proposed subgrade. They believe this will provide safe cover during construction. If the service connections rise from the top of the main they could be in danger during construction.

Please note that, from the information furnished, there are variations in the elevation of the present main in that it breaks to follow the general elevation of the present ground line. This you can check.

The Ferry Creek crossing of your present main is in the line of the concrete sheet piling to be constructed; therefore, some means of a temporary by-pass of the line will be required. After the bridge structure is constructed, the main may be hung under the new bridge sidewalk by hanging anchors. If you desire to have these anchors placed during construction, will you please so advise at your early convenience as the Bridge Division wishes to final out their plans for the structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm
Encl.

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
JOHN D.

Nov. 27, 1961.

Mr. H. S. Cox,
Engineer County and City Relations,
State Highway Department,
403 State Highway Building,
Salem, Oregon.

Dear Mr. Cox:

We are writing to inquire as to whether you have any information on the timing of the job on widening the highway between the Ferry Creek Bridge and Michigan Avenue. We would also like information as to when the final plans will be completed so we can determine if the water main must be lowered and what provisions we must make for the water main crossing at the Ferry Creek bridge. Since this line is the main supply into town it cannot be handled like an ordinary distribution main. It cannot be done during our periods of heavy usage which is normally from about May 15th to October 1st.

Mayor Waldrop and the writer will be in Portland on December 5th. If convenient we could meet you in your office on December 6th. Usually more can be accomplished by a conference than by letter writing.

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

NOTED
DON HARWELL

12-6-61
Mayor Waldrop +
John Fasnacht
were in going them
plans - at time them
we did not know when
H.C.A.

RECEIVED
NOV 29 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
NOV 29 1961
FOR FILING
6081

MISC. CONTRACTS AND
AGREEMENTS No.

Salem, Oregon
October 27, 1961

Agenda Item 3k-1

Mr. H. S. Cox
City & County Relations Engineer
O f f i c e

Cooperative Construction Agreement
Ferry Creek-Michigan Ave. Section
Oregon Coast Highway
City of Bandon

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Bandon covering the Ferry Creek-Michigan Avenue Section of the Oregon Coast Highway in the City of Bandon.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Bandon.

Secretary

rn
Attach: 1

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1961

AGENDA
OCT 30 1961
3 k-1
3 k-1

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Cooperative Construction Agreement
Ferry Creek-Michigan Avenue Section
Oregon Coast Highway
City of Bandon

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the City and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 3/10/61. page 33015

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: Victor Wolfe
D. J. Barbee

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

I can't find City's signature

(A)
2 COPIES TO BE SIGNED
(By Secretary)

RECEIVED
SEP 27 1961
STATE HIGHWAY ENGINEER

3-10-61 - Min page 33015 mm

E.R.

Barton

101-
Ferry Creek - Michigan
ave Section

Deed with Dunn
Service Station
Dated Sept 26-1950
wherein Dunn agrees
to move his service
station for the sum of
$608.00 - Stake to grade
property #66

RECEIVED
OCT 27 1961
FOR FILING
V06-1097
" "
6-1-71

October 27, 1961

Mr. R. V. Backlund
City Recorder
City Hall
Bandon, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Bandon a fully executed copy of an agreement between the State Highway Commission and the City of Bandon covering construction on the Ferry Creek-Michigan Avenue Section of the Oregon Coast Highway in the City of Bandon.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
SEP 14 1961
FOR FILING

106 1 C 3P

1 1 F1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Cooperative Construction Agreement
Ferry Creek-Michigan Avenue Section
Oregon Coast Highway
City of Bandon

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the City and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 3/10/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: Victor Wolfe
D. J. Barbee

RECEIVED
SEP 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

Sept. 9, 1961.

Mr. H. S. Cox,
Engineer County and City Relations,
State Highway Department,
Salem, Oregon.

RECEIVED
SEP 11 1961
ENGINEER
COUNTY & CITY RELATIONS

Dear Mr. Cox:

As per our telephone conversation of Sept. 7, 1961, the Council approved your "Plan 2 Alternate A" for widening the Michigan Avenue - Ferry Creek Section of the Coast Highway with the following alterations:

64' section with parking
North side from Station 13+00 to approx. Station 22+15
South side from Station 13+00 to approx. Station 23+60
4½' sidewalks on both sides of the street which with the curb will make a total of 5'

52' section with no parking
From the western terminus of the project to the above Stations.
Sidewalk along the South side only with a minimum of 2½' sidewalk, making a total of 3' with the curb, in front of the Shell Oil Co.; and 4½' sidewalk, which with the curb will make a total of 5', from Harlem Avenue to the Western terminus.

NOTED
JOHN D. GRAHAM

We are also enclosing two signed copies of the Agreement covering the proposed construction and three copies of the Resolution adopted by the Council at a special meeting held on Sept. 8, 1961.

We will appreciate receiving a copy of the detailed plans and specifications and cost estimates as soon as they are completed so the City can take the necessary steps to form a local improvement district prior to the calling for bids and awarding the contract.

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

Photo to F. Hall
9-12-61

RECEIVED
SEP 5 1961
FOR FILING

MEMO TO FILES, 9/1/61 RE: CITY OF BANDON

On Tuesday, August 29, 1961, Mr. Harold Ayers and I met with Mr. John Fasnacht, City Manager, Mayor Waldrop, and several of the Council members relative to the proposed Ferry Creek-Michigan Avenue project.

It was explained to those present that under the original proposal, the City's share would be in excess of $33,000, plus right-of-way.

If the new scheme were used providing for a 64-foot roadbed completely through the job, the City's share would be approximately $42,000 with right-of-way and any slope protection to be added thereto. It was suggested to the assembly that this was rather a stiff price to pay for parking and that the Highway Department would consider its share of this proposal excessive.

Several Council members expressed a desire for the cheaper job and I believe that the original agreement and resolution will be signed at their next regular Council meeting which is September 6.

Mr. Fasnacht then took us over the job and pointed out the stations which he and Jim Putnam (Assistant Division Engineer) had determined to be the best places for transitions from 64 feet to 52 feet. The westerly end of the project will be as follows: Northerly side of road - Transition from station 32+50 at 30 feet from centerline; easterly to Ferry Creek bridge where curb will be 26 feet from centerline. Southerly side of highway - Normal curb return from 26 feet from centerline to easterly side of Grand Avenue. Please note that end of Ferry Creek bridge on southerly side of highway at station 32 will be 30 feet from center line and on curb line, whereas the northerly end will be on the curb line and 26 feet from centerline.

Transitions on the easterly end of project will be as follows: North side - Transition from 30 feet at station 22 to 26 feet at approximate station 22+60. South side - Transition from 30 feet at station 24 to 26 feet at approximate station 24+60.

City desires a sidewalk on the south side of the highway only, as follows:

A	5.0-foot	walk	from	approx. station	13+50 to approx. station 23+70.
"	2.5 "	"	"	station	24+00 to 26+10.
A	5.0 "	"	"	"	26+75 to 31+60.
"	5.0 "	"	"	"	31+90 to 32+50.

These walks will be constructed adjacent to the curbs.

It is the opinion of this office that the original agreement and resolution will be signed and delivered next week.

H. S. Cox
County and City Relations Engineer

HSC:mm
cc: Forrest Cooper
G. S. Paxson
Victor Wolfe
Tom Edwards
Frank Hall

NOTED
FORREST COOPER

RECEIVED
SEP 1 1961
STATE HIGHWAY ENGR.

BANDON

Coast Highway - Michigan Avenue - Ferry Creek Section

Plan 2 Alternate "A"

Station 20+00 to Station 32+50
52' section, no parking

Station 13+00 to Station 20+00
64' section with parking both sides

Total estimated cost - $126,650

State ($98,000) (0.75%) + ($19,700 culverts)	$93,500
City ($98,000) (0.25%) + ($8,550) S. Walks	33,150
Plus proportionate share of right-of-way	

Plan 1 Alternate "A"

64' section entire distance except at Shell Oil Co. plant

Total estimated cost - $134,850

State ($106,000) (0.75%) +($19,700 culvert)	$99,650
Sidewalk one side City ($106,000) (0.25%) + ($8,550 s.w.)	$35,200
Sidewalk 2 sides City ($106,000) (0.25%) + $15,050)	$41,700

Plus proportionate share of right-of-way which no doubt will be far more costly than Plan 2.
Also likely bank protection in the hillside area.

Bandon

Coast Hwy. Ferry Creek - Michigan one section

taper from 64' to 52'.

Station 22+00 north side flair from 32' to 26'

South side, Station 24+00 flare from 32' to 26'

Bandon

approved scheme.

Sidewalks on both sides of Ferry Creek Bridge (8'-7")

Steel (S) on Grade

(Timber 2" (Table 3a))

(Steel on Alternate Bridges.

Timber rail 4" (Table 5a))

Michigan Ave. - Ferry Creek Section
City of Bandon
Oregon Coast Highway
Coos County

Summary of City & State Costs
(Using on main items: State 75%; City 25%)

Plan #1 Parking Throughout project except at Shell.

State: Alt. "A" • (106,600) (0.75) + (19,700)	= $	99,650
City: Alt. "A" (106,600) (0.25) + (8,550)	=	35,200
Plan #1 Alt. "A" TOTAL ESTIMATED COST	$	134,850

Plan # 1

State: Alt. "B" • (115,600) (0.75) + (19,700)	= $	106,400
City: Alt. "B" (115,600) (0.25) + (8,550)	=	37,300
Plan # 1 Alt. "B" TOTAL ESTIMATED COST	$	143,700

Plan #2 Parking on approximately half of project.

State: Alt. "A" (98,400) (0.25) + (19,700)	= $	93,500
City: Alt. "A" (98,400) (0.25) + (8,550)	=	33,150
Plan # 2, Alt. "A", TOTAL ESTIMATED COST	$	126,650

Plan # 2

State: Alt. "B" (106,700) (0.75) + (19,700)	=	99,725
City: Alt. "B" (106,700) (0.25) + (8,550)	=	35,225
Plan # 2 Alt. "B" TOTAL ESTIMATED COST		134,950

• Alternate "A" is utilizing an asphalt stabilized base with asphaltic concrete. Alternate "B" is a stone base with asphaltic concrete.

June 15, 1961

Mr. Harry W. Oswald,
Resident Engineer,
State Highway Dept.,
P. O. Box 496,
North Bend, Oregon.

Re: Proposed Ferry Creek-
Michigan Avenue widening
of Highway 101

Dear Mr. Oswald:

The Council has decided that they would like to have sufficient width for parking along the entire north side, together with sidewalk. They would like to have parking and sidewalk along all of the south side except that portion east from Harlem Avenue to approximately the east line of the Shell Oil Company property; along this section there will be no parking and the sidewalk will be approximately 2½', which, with the 6" curb will make 3' available walking space.

The Council also decided that curb returns on the intersecting streets shall provide for 44 feet between curbs.

Very truly yours,
CITY OF BANDON.

By John H. Passmore

John H. Passmore,
Mayor of Bandon.

RECEIVED
MAY 16 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 15, 1961

Mr. John Fasnacht
City Manager
City Hall
Bandon, Oregon

Dear Mr. Fasnacht:

Enclosed are three copies of an agreement covering the proposed construction on the Michigan Avenue-Ferry Creek Bridge Section of the Oregon Coast Highway. Would you please examine this agreement, and if satisfactory, present it to your City Council for approval. If approved by the Council, have them adopt a resolution authorizing the Mayor and Recorder to sign the agreement. After signature by the Mayor and Recorder, please return two signed copies of the agreement to this office. After signature by the Highway Commission one fully executed copy will be returned to you for your files.

Also enclosed are four copies of a suggested resolution for the City Council to adopt. Would you please return three signed copies of this or a similar resolution along with the agreements.

Should you have any questions regarding this matter, please feel free to contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: Victor Wolfe

RECEIVED

RECEIVED
MAY 8 1961
FOR FILING
196-1088

NOTE
W. G. WILLIAMS

LOCATION PROSPECTUS
MICHIGAN AVENUE-FERRY CREEK SECTION
OREGON COAST HIGHWAY
COOS COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Oregon Coast Highway which is a State Primary facility on the Federal Aid Primary and throughway systems. The easterly terminus is between Michigan Avenue and North Avenue, where the recently constructed Bullards Bridge-Bandon Section intersects the highway from Bandon to Coquille. The westerly terminus is at the west end of the Ferry Creek Bridge on East Second Street. Total length will be about 0.4 mile.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment and the replacement of the Ferry Creek Structure. The entire project is within the city limits of Bandon.

The route goes through a business and residential district and will follow the same alignment and grade, utilizing the existing pavement. The street will be widened to 64-feet with 5½-foot sidewalks for about half its length and to 52 feet through the high cuts, where the sidewalks will be eliminated on one side. Reconnaissance has been done. Soils investigations will be conducted. Special drainage studies will be made concerning storm sewer system and the adequacy of waterway area on the Ferry Creek Bridge. An economic analysis is not needed at this time.

The 1959 ADT is 3,200 and the projected 1979 ADT is 6,400. Traffic and the condition of the existing facility warrants the widening of this city street to a Class "A(4)" highway. The typical section on the easterly portion of this project will be four 11-foot travel ways separated with a 4-foot median. Eight-foot parking way, curbs and 5½-foot sidewalks will be used for each side. On the westerly portion, the typical section will be four 11-foot travel ways separated with a 4-foot median with 2-feet curb shy distance each side. Sidewalks will be reduced to 4 feet, one side only, through this area. Deviations from State and Federal standards are not anticipated.

This will be a four-lane city street with no control of access. Existing streets and driveways will be connected at grade. There are no interchanges and no railroad crossings. The existing bridge over Ferry Creek, having a horizontal clearance of 47 feet, will be replaced with a suitable structure to carry proposed lane widths. Stage construction will

will be required to maintain traffic flow during bridge replacement.

The tentative base design for initial construction is:

	Alternate "A"	Alternate "B"
Paving	1½" A.C.	3½" A.C.
Top Course, Base	5 " Plant Mix	2 " Leveling
Bottom Course, Base	13 " Sand	5 " Base Rock
Sub Base		8 " Sand
Total Depth	19½"	18½"

(Base design is subject to change upon completion of soils investigation.)

The paving will be done in stage construction with a minimum of 1½ inches of asphaltic concrete being applied at a future date when conditions warrant.

Materials are available from commercial and State sources.

Agreements will be necessary with the City of Bandon.

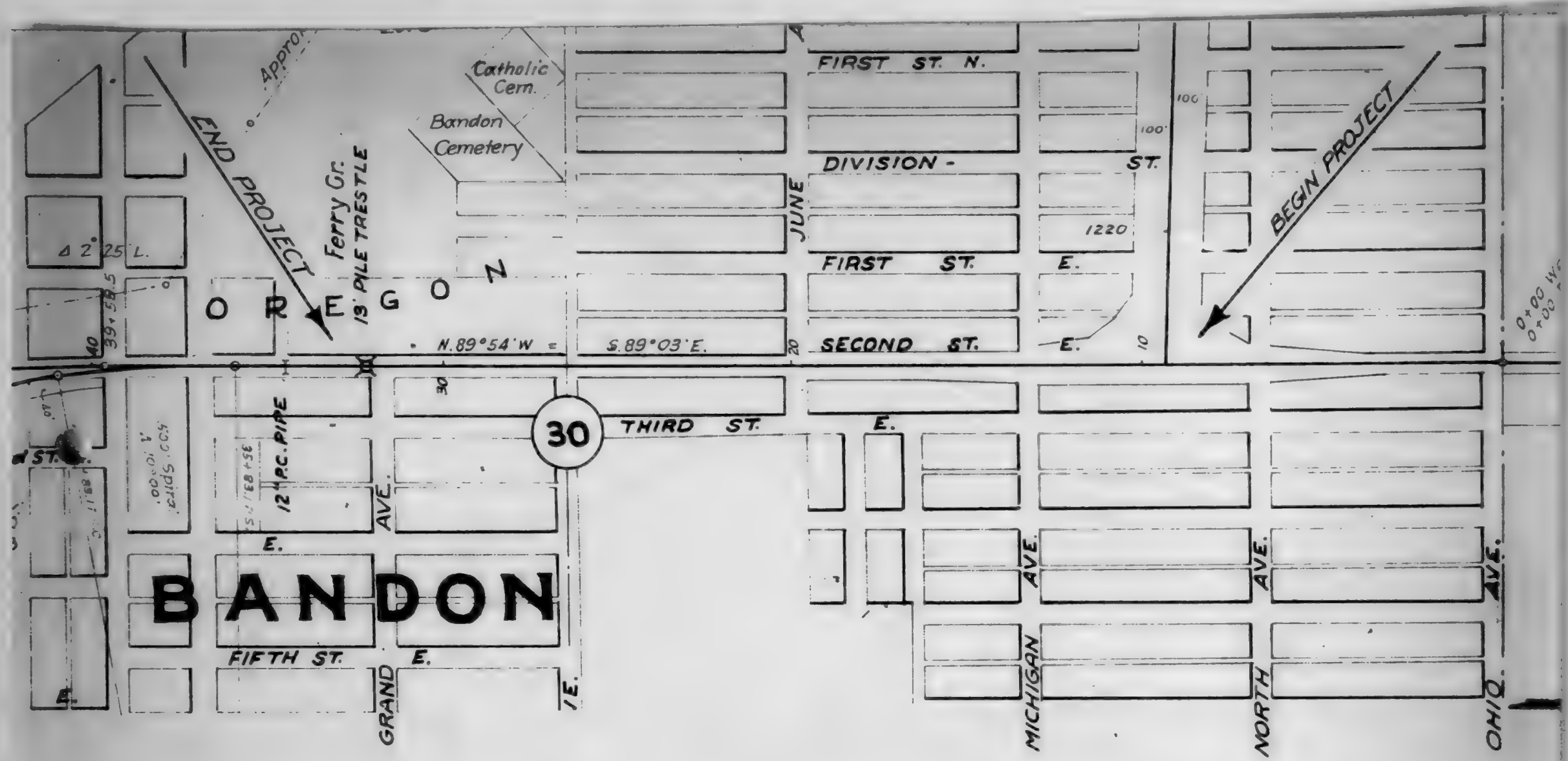
There are no State parks or roadside rest areas involved.

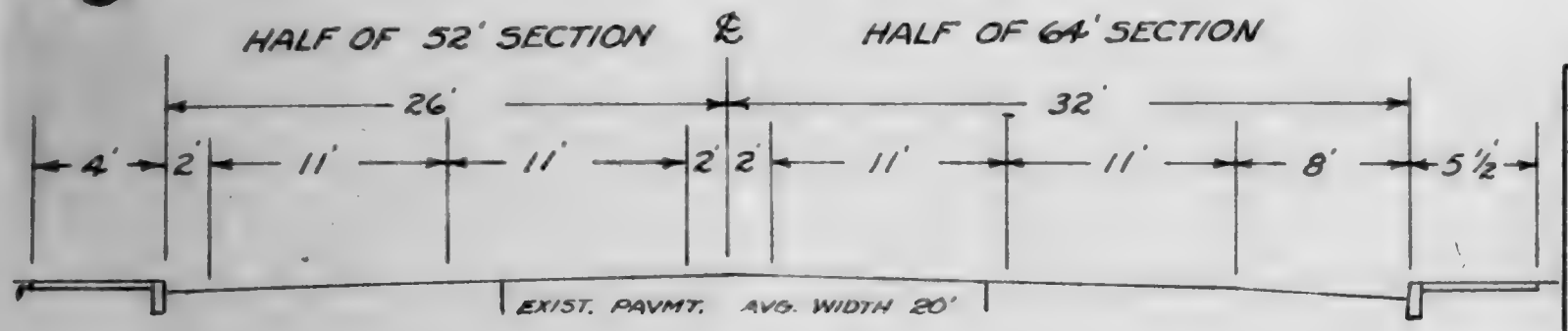
May 1, 1961

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
F. D. Morgan (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
W. T. Wright (2)

RECEIVED
MAY 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER





PROSPECTUS MAP

MICHIGAN AVE. - FERRY CREEK

ORE. COAST HWY.

COOS COUNTY

Scale 1" = 400'

1961

RECEIVED
MAY 2 1961

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Cooperative Construction Agreement
Ferry Creek Bridge-Michigan Ave. Section
Oregon Coast Highway
City of Bandon

Attached for transmittal to the Legal Division is a draft of the subject agreement.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

NOTED

RECEIVED
MAY 2 1961
FOR FILING

Salem, Oregon
4/25/61

Mr. L. I. Lindas
Chief Counsel
O F F I C E

Cooperative Construction Agreement
Ferry Creek Bridge-Michigan Ave. Section
Oregon Coast Highway
City of Bandon

Attached is a draft of an agreement covering the subject project. Will you please prepare nine copies of the agreement in addition to any required by your division. Copies of the exhibit are also attached.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

NOTED
C. G SWENSON

Salem, Oregon
April 25, 1961

Mr. G. S. Paxson
O F F I C E

Cooperative Construction Agreement
Ferry Creek Bridge-Michigan Ave. Section
Oregon Coast Highway
City of Bandon

Attached for transmittal to the Legal Division is a draft of the subject agreement.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECEIVED
APR 12 1961
FOR FILING
106-1098
1-1-61

Salem, Oregon
April 11, 1961

Improvement of Oregon Coast Highway
from Michigan Avenue to Ferry
Creek Bridge
City of Bandon

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Pursuant to your instructions, I have checked out this file and find that the City has agreed to co-operate on a 25-75 basis with the exception of the Ferry Creek bridge which the Commission agreed is our responsibility in its entirety.

The City has also agreed to move the power poles at its sole expense since the poles are of ancient vintage and must be replaced.

I am this date requesting Mr. Edwards to proceed with this survey to the end that this project can be done this summer, in accordance with your desire.

The agreement has been roughdrafted and I have gone over it with Mr. Swenson in detail prior to its submission to the Legal Division.

Victor D. Wolfe
Administrative Assistant

VDW:am
cc Mr. Tom Edwards
Mr. C. G. Swenson

RECEIVED
APR 12 1961
FOR CLEAR
006-1.27
L-71

MEMO TO FILES

4/11/61

RE: Cooperative Construction Agreement
Michigan Avenue-Ferry Creek Bridge Section
Oregon Coast Highway
City of Bandon

I Called John Fasnacht, City Manager of Bandon, this date regarding sidewalks on the subject project. Mr. Fasnacht informed me that the City Council wants sidewalk construction to be included in the contract and they will pay total cost of same. Sidewalks to be constructed to be 5-1/2 foot walks on both sides of the highway on the 64-foot section and a 3-1/2 or 4-foot walk on one side only on the 52-foot section.

Mr. Fasnacht also reiterated that the city would move the city-owned power poles at city expense.

C. G. Swenson

County & City Relations Engineer

CGS:mm

cc: V. D. Wolfe

RECEIVED
APR 1 1 1961
NOTED
V. D. WOLFE

RECEIVED
APR 12 1961
FOR FILING

Salem, Oregon
April 11, 1961

Mr. Tom Edwards
Construction Engineer
BUILDING

Survey
Improvement of Oregon Coast Highway
from Michigan Avenue to Ferry Creek
Bridge
City of Bandon

Will you please take the necessary steps to instigate a survey on the above-named section of the Oregon Coast Highway in Bandon.

This improvement will be based upon your December 19, 1960 "Supplementary Report - Bandon Street Improvement - Oregon Coast Highway - Coos County". The improvement will incorporate, per your report, a 52-foot street from Grand Avenue easterly to the "brow" of the hill about midway between Harlem and June Avenues, and from there easterly to the channelization involving the relocated Oregon Coast Highway (Michigan Avenue) a 64-foot street section is to be used.

The Ferry Creek structure which will be included in this project will be reconstructed at the sole expense of the State. The remainder of the project, including right of way if any be necessary, will be on a 75-25 basis.

It is the City's desire to incorporate sidewalks in this project, the cost of which will be borne 100 per cent by the City except, of course, where existing walks might be removed due to this widening. The City wants these walks incorporated as follows: A 5½ to 6-foot walk on both sides throughout the 64-foot wide portion of the project and a 3½ to 4-foot (or as wide as can reasonably be constructed) on one side only throughout the remainder of the project.

City Manager John Fasnacht was not too certain as to the preferred side for the walk in the area where it is to be constructed on one side only. For this reason, it would be advisable to contact the City Manager during the location of this project.

The City has agreed that the moving of the power poles will be solely at City expense.

It is Mr. Cooper's desire to get this project done this summer.

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc Mr. Forrest Cooper; Mr. C. G. Swenson

RECEIVED
APR 7 1961
FOR FILING

April 7, 1961

Hon. Claude E. Waldrop, Mayor
City of Bandon
Bandon, Oregon

Dear Mayor Waldrop:

Thank you for your letter of April 6 stating that the Bandon City Council had approved a proposal for widening and improving a section of the Oregon Coast Highway from Michigan Avenue to a point near Grand Avenue as outlined in our letter to you dated March 16, 1961.

An agreement covering the details of this project is being prepared and will be forwarded to you for approval.

If you have further questions concerning this project, please contact Mr. C. G. Swenson, City and County Relations Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: G. S. Paxson
C. G. Swenson

April 6, 1961.

Mr. Floyd Query, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Mr. Query:

At its regular meeting of April 5th, 1961, the Common Council approved the proposal for widening and improving the section of the Oregon Coast Highway from Michigan Avenue to the existing four lane section at approximately Grand Avenue as set forth in your letter of March 16, 1961.

Very truly yours,

Claude E. Waldrop,
Mayor.

cc: Mr. C. G. Swenson,
Engineer, County & City Relations,
State Highway Department,
Salem, Oregon.

RECEIVED
APR 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 31 1961
FOR FILING

agenda
4 h

March 16, 1961

Hon. Claude E. Waldrop, Mayor
City of Bandon
Bandon, Oregon

Dear Mr. Waldrop:

As a result of negotiations extending over a period of a considerable number of months, the matter of improving a section of the Oregon Coast Highway from Michigan Avenue to Grand Avenue in the City of Bandon was considered by the Highway Commission at its meeting on March 10, 1961.

The proposed project as presented to the Commission would be approximately 0.36 mile in length and would consist of grading, drainage, curbs, paving, et cetera. The project anticipates improvement to a four-lane section, part of which is to be 64 feet between curbs and part of which is to be 52 feet in width. The financial side of the project, as presented by Mr. H. C. Williams, is as follows:

Total cost- - - - - - - - - - - - -	$117,000
Less cost of replacement of Ferry Street structure - - - - -	12,000
Net - - - - - - - -	$105,000
City's share (25 percent) - - - -	26,250
State's share (75 percent)- - - -	78,750

The Commission, after considerable discussion, approved the project contingent upon the City entering into an agreement with the State to pay 25 percent of the project cost exclusive of the Ferry Street Bridge. This is in accordance with established policy on city projects where the additional width is primarily for the service of city residents.

It would be appreciated if the City would consider this matter and advise as to its action.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:mb:rj

cc: G. S. Paxson
C. G. Swenson

RECEIVED
FEB 23 1961
FOR FILING

February 21, 1961

Oregon State Highway Commission

Gentlemen:

For some time, we have been negotiating with the City of Bandon regarding the improvement to a four-lane standard of the Oregon Coast Highway from Michigan Avenue to Grand Avenue. This is the section of the Oregon Coast Highway from the relocated Bullards Bridge-Bandon Section westerly to the existing four-lane section in the business part of the city. The project would be approximately 0.38 mile in length and would consist of the necessary grading, drainage, curbs, paving, et cetera. We have prepared an estimate on the basis of a 64-foot street from the easterly limits of the project to a point midway between Harlem and June Avenues which would allow for parking, and a 52-foot street on the remainder of the section which would allow for four lanes without parking. The total cost of the contemplated work would be $117,000. The City, by a letter to the Department dated December 10, 1960, requested a cooperative project on the basis that it would pay 25 per cent of the cost on the easterly section noted above and 10 per cent on the westerly section.

It is a long-established policy of the Commission that improvements such as this be made on a 25 per cent City - 75 per cent State basis. Included in the $117,000 estimate is the replacement of a structure over Ferry Creek which is estimated to cost $12,000 and which, in my opinion, should be an obligation of the State.

It is my recommendation that, subject to approval of the City, the cooperative project be set up on the following basis:

Total cost - - - - - - - - - - - - - - - - -	$117,000
Less cost of replacement of Ferry Street structure - - - - - - - - -	12,000
Net- - - - -	$105,000
City's share (25 per cent) - - - - - - - -	$ 26,250
State's share (75 per cent)- - - - - - - -	78,750

This recommendation is based on the usual 25-75 per cent split, which I see no reason to alter.

This matter will be on the agenda for your consideration at the March 10 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Tom Edwards
Clarence Swenson
C. H. Maison

RECEIVED
JAN 26 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1960

SUBJECT: Bandon Street Improvement
Oregon Coast Highway
Coos County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
B U I L D I N G

I attach hereto Tebeau's report concerning the improvement of Second Street in the City of Bandon from the end of the existing four-lane section in Bandon to the easterly junction. The estimate has been prepared in units as discussed with Mayor Waldrop when he was here.

The most westerly unit, on which the City indicated a willingness to contribute to the extent of 10 per cent, costs $60,000. Included in this $60,000 is the replacement of the Fairy Creek structure at $12,000. This structure needs be widened only about 7 feet to accommodate this project, but it is in bad shape and Maintenance is planning on replacing it. The unit from the brow of the hill easterly to the connection with the channelization at the junction of the new location of 101 is $57,000.

I would recommend that the City contribute to the extent of 25 per cent on the entire project from Grand Avenue (end of the present four lanes in Bandon) to the channelization, but that the State assume the cost of replacement of the Fairy Creek structure and make such revisions as are necessary in the channelization. The City would then be contributing on a project estimated to cost $105,000.

Tom Edwards
Construction Engineer

TE:jw

Attach.

CONSTRUCTION DIVISION
RECEIVED
DEC 28 1960
NOTED-- CE ACE ACE COE
RECEIVED
STATE HIGHWAY ENGINEER
RECEIVED
STATE HIGHWAY ENGINEER

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1960

SUBJECT: Supplementary Report
Bandon Street Improvement
Oregon Coast Highway
Coos County

To: Mr. Tom Edwards
Construction Engineer
O f f i c e

A supplementary estimate has been prepared for improvement of Second Street (Oregon Coast Highway) in Bandon from Grand Avenue easterly to Michigan Avenue. Previous estimates have been prepared for this improvement and are covered in a report Dated January 28, 1959.

This improvement will involve the introduction of two street sections as follows: A 52-foot street is to be used from Grand Avenue easterly to the "brow" of the hill about midway between Harlem and June Avenues; estimated cost is $60,000 including any additional right of way and an adequate Fairy Creek structure. From the "brow" of the hill easterly to the channelization involving the relocated Oregon Coast Highway (Michigan Avenue) a 64-foot street is to be used; estimated cost is $57,000 - additional right of way would not be needed. Total estimated cost is $117,000. Sidewalks have not been estimated and right of way, either existing or contemplated, is adequate to accommodate them.

Surfacing design is the same as previously assumed: 3½ inches of asphaltic concrete on 10 inches of base including leveling; existing pavement is utilized. Unit costs were extracted from the previous report and were originally obtained from the Cost Section.

Estimates and sketch map are attached.

A. D. Olson
Asst. Chief Locating Engineer

By W. H. Tebeau

W. H. Tebeau
Reconnaissance Designer

WHT:jw

Attach.

STREET IMPROVEMENT, CITY OF BANDON
OREGON COAST HIGHWAY
COOS COUNTY

GRAND AVE. EASTERLY TO
"BROW" OF HILL
52' CURB TO CURB

LENGTH 950' (0.18 MILE)

ITEM	UNIT	NET	ALLOW	GROSS	UNIT COST	AMOUNT
1. Clearing and Grubbing	All	100%	- - -	100%	Lump Sum	$ 300
2. Drainage	Mile	0.18	- - -	0.18	$2,000.00	360
3. General Excavation, inc. haul	Cu. Yd.	6,385	1,595	7,980	0.50	3,990
4. Finish Roadbed and Slopes	Mile	0.18	- - -	0.18	1,000.00	180
5. 8-inch Sewer Pipe	Lin. Ft.	210	50	260	2.25	585
6. 12-inch Sewer Pipe	Lin. Ft.	850	210	1,060	2.75	2,915
7. Concrete Catch Basins	Each	5	1	6	100.00	600
8. Concrete Manholes	Each	2	1	3	300.00	900
9. Concrete Curbs	Cu. Yd.	66	19	85	45.00	3,825
10. Bottom Course Base	Ton	1,271	319	1,590	2.80	4,452
11. Leveling Course	Ton	312	78	390	2.95	1,151
12. Sprinkling	M-gal.	32	8	40	3.00	120
13. Preparation of Base	Mile	0.18	- - -	0.18	300.00	54
14. Binder in Aggregate	Cu. Yd.	30	8	38	6.00	228
15. Emulsifed Asphalt	Ton	6	2	8	55.00	440
16. Class "D" Asphaltic Concrete	Ton	824	206	1,030	13.00	13,390
					Subtotal	$33,490
					Engineering & Contingencies	13,510
					Grading and Paving	$47,000
					Structure (Fairy Creek)	12,000
					Right of Way	1,000
					ESTIMATED CONSTRUCTION COST	$60,000

STREET IMPROVEMENT, CITY OF RAMSON
ORROCK COAST HIGHWAY
COOS COUNTY

"ROW" OF MILL EASTERLY
TO HIGHLOAN AVENUE
48' CURB TO CURB

LENGTH 1,030' (0.20 MILE)

ITEM	UNIT	NET	ALLOW	GROSS	UNIT COST	AMOUNT
1. Clearing and Grubbing	All	100%	- - -	100%	Lump Sum	$ [illegible]
2. Drainage	Mile	0.20	- - -	0.20	$2,000.00	[illegible]
3. General Excavation, inc. haul.	Cu. Yd.	3,360	840	4,200	0.50	2,100
4. Finish Roadbed and Slopes	Mile	0.20	- - -	0.20	1,000.00	[illegible]
5. 8-inch Sewer Pipe	Lin. Ft.	250	60	310	2.25	[illegible]
6. 12-inch Sewer Pipe	Lin. Ft.	1,030	250	1,280	2.75	3,5[illegible]
7. Concrete Catch Basins	Each	5	1	6	100.00	[illegible]
8. Concrete Manholes	Each	2	1	3	300.00	[illegible]
9. Concrete Curbs	Cu. Yd.	72	18	90	45.00	4,050
10. Bottom Course Base	Ton	1,895	475	2,370	2.80	6,636
11. Leveling Course	Ton	465	115	580	2.95	1,711
12. Sprinkling	Gal.	47	13	60	3.00	180
13. Preparation of Base	Mile	0.20	- - -	0.20	300.00	60
14. Binder Aggregate	Cu. Yd.	45	11	56	6.00	336
15. Emulsified Asphalt	Ton	8	2	10	55.00	550
16. Class "B" Asphaltic Concrete	Ton	1,158	292	1,450	13.00	18,850
				Subtotal		$[illegible],981
				Engineering & Contingencies		[illegible]
				Grading and Paving		$57,000
				Structure		- - - -
				Right of Way		- - - -
				ESTIMATED CONSTRUCTION COST		$57,000

60
117,000

R-93 Supplement

OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

SECOND ST. IMPROVEMENT - CITY OF BANDON

OREGON COAST HIGHWAY

COOS COUNTY

SCALE: 1" = 400'

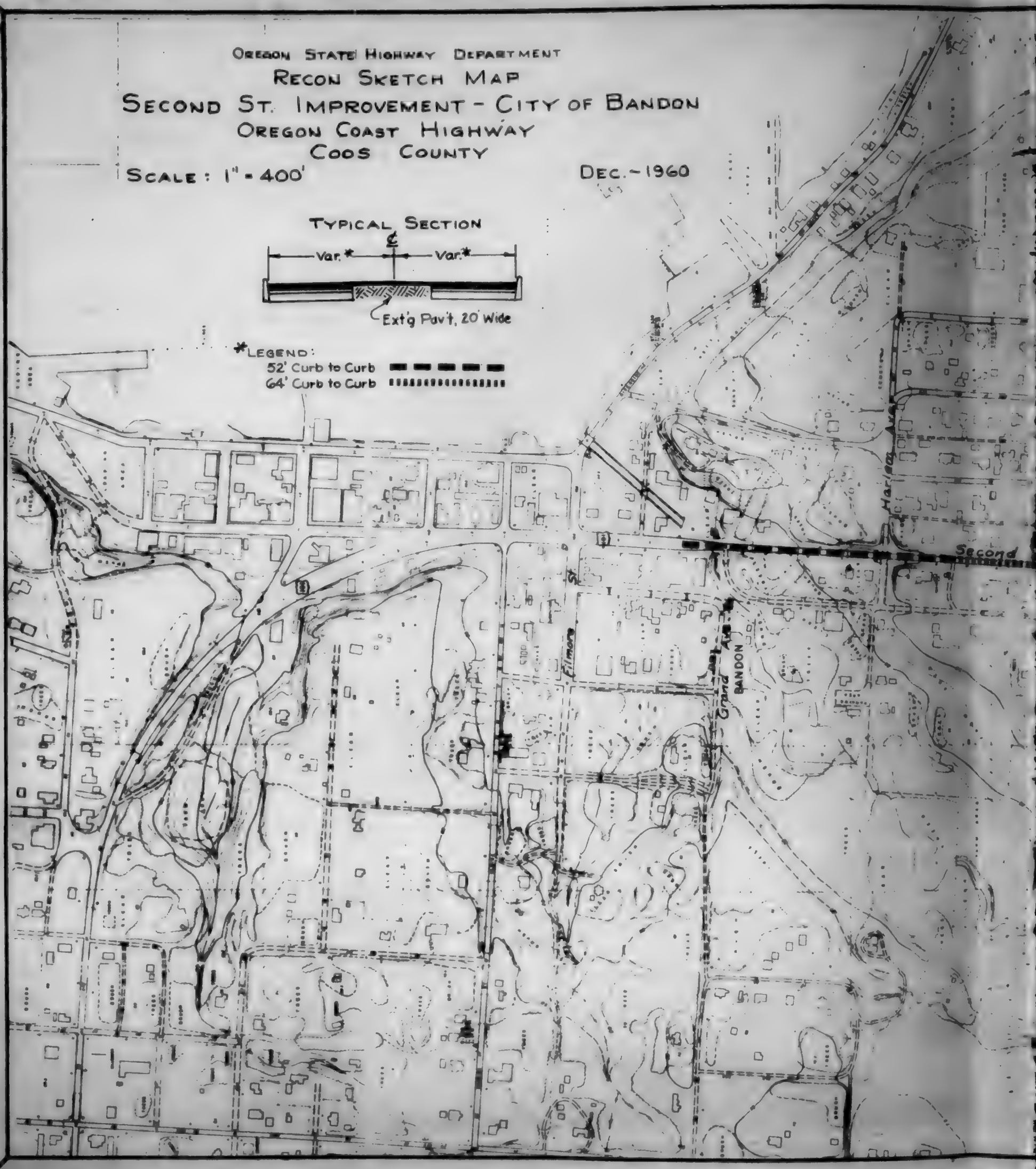
DEC. - 1960

TYPICAL SECTION

*LEGEND:

52' Curb to Curb

64' Curb to Curb



Bullards Bridge - Bandon Unit
Reloc. Oregon Coast Highway
Michigan Ave
Bandon
Second
June St

T. 28 S., R.14W., W.M.
SEC. 30

B

A

N

D

O

N

ST. N

ST. N

ST. N

ST. N

ST. N

NORTH

AVENUE

4TH

4TH

3RD

2ND

1ST

DIVISION

MICHIGAN

AVENUE

BULLARIA BRIDGE - BARRIER SECTION

DARWIN COAST HIGHWAY

SHEET NO 6

TOTAL SHEETS

THIRD ST

Existing Dungarun Highway

Existing Dungarun Material

Drain 36

Water Line

Sewer Line

Street Lamp

Bridge

Bridge

2nd. St

Delaware Ave

Elmira Ave

Elmira Ave

25 to 35+80 To be Graded by the City of Bandon

(No work to be done under Grading Contract)

35+80

0.0

S. 87° 41' W.

Δ 2° 25' L.

+59.5 PI

40

Creek St.

BULKHEAD

Grand Ave

← Approx. 350 Lin. Ft. →
of Bulkhead
18,000 F.B.M.
2,500 Lin. Ft. Timber Piling

16 Ft. Span Bridge
14,000 F.B.M.
300 Lin. Ft. Timber Piling

O. H. 31490

Em 4946

12.0

300 v.c.

+ 60

35

30

20

25

19+00 NORTH END OF PROJECT

N 89° 54' W

Ex 5000

600' LT.

70.98 °

June Ave

Harlem Ave

Michigan Ave

2nd St.

0.9

100' V.C.

+0.89

77.77

70

Proposed Widening extends beyond Michigan Ave to join tangents

60

50

Ex 25 Box 136

Em 124

40

19+00 to 0+00 No work to be done under Gra

30

20

10

19+00 NORTH END OF PROJECT

15

10

nd St.

North Ave

500' V.C.

-0.5

150 72.7

extend
ave to
section - 2 →

Ex 20

Bor 162

Em 146

Bor 130

124

er Grading Contract

10

5

N

North Ave

S

0+00

Ohio Ave

0+00

Top of 4" Stump

20' L

BM

El. 824.38

City Limits

0

FORM E-30X 50M 7-58 22128

RETURN TO FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 13, 1960
Salem, Oregon

SUBJECT: Request from City of Bandon for cooperative project for widening Oregon Coast Highway between Michigan and Grand Avenues

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Attached is a copy of a letter from Mayor Waldrop requesting a cooperative project for widening the Oregon Coast Highway approximately between Michigan Avenue and Grand Avenue.

Based on Construction Division's windshield estimates for this project, the city has been given an estimate of cost of approximately $120,000 for construction and required additional right-of-way for the project as proposed by the city.

It is noted that Mayor Waldrop's letter is silent regarding the moving of the power poles which, in the discussion in your office on December 9, he said the city would move at the sole cost of the city. This was probably an oversight by Mayor Waldrop.

With regard to the property acquired by the state from the city of Bandon mentioned in the next to the last paragraph of the attached letter, the transaction obligated the state to construct sidewalks in an amount equal to the value of the property; however, the letter states that the city would pay for the cost of the sidewalks. The right-of-way and easements acquired by the state between about 1937 and 1940 are shown colored in red and green on the attached right-of-way map, and the portions of this property acquired from the city of Bandon are also indicated on the map.

Your file covering this matter is attached hereto.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.
cc: G. S. Paxson
Tom Edwards
V. D. Wolfe

RECEIVED
Barbara

CONSTRUCTION DIVISION
RECEIVED
DEC 15 1960
NOTED-- CE ACE ACE BBE

December 10, 1960

Mr. C. G. Swenson,
Engineer, County & City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson,

The City of Bandon requests that the following improvements to Highway 101 in Bandon be considered:

Widen to permit four lanes of traffic, without parking, with curbs and with sidewalk on one side only, that portion from the present terminus of the four lane highway, just west of Grand Avenue, to the "brow of the hill". The "brow of the hill" is to be determined on the basis of feasibility but probably about 200 feet West of June Avenue.

Widen to 64 feet, with curbs and sidewalks, from the "brow of the hill" to the vicinity of Michigan Avenue.

The City of Bandon would agree to share the cost of the project as follows:

Pay 10% on that portion from the proposed project's western beginning point to the "brow of the hill".

Pay 25% on the portion from the "brow of the hill" to Michigan Avenue.

Pay 100% of the sidewalk costs.

RECEIVED
DEC 12 1960
ENGINEER
COUNTY & CITY RELATIONS

CITY OF BANDON

The term "cost of the project" as used above includes cost of right-of-way and re-location of the existing asbestos cement water mains if necessary.

The City is submitting the 10% proposal for a small section because it cannot reasonably state that, due to the contour, the adjoining property will be benefited by the project. For this section the only benefit is to remove a serious traffic hazard caused by the large number of log, lumber and plywood trucks moving through Bandon to points north and east. The peak of this truck traffic corresponds with the peak of the tourist traffic. With the increased traffic produced by the completion of the construction projects to the north and south of Bandon the hazard of this two lane highway will be magnified. The entire hazard is compounded by the sudden switch from a four lane highway on the level to a two lane highway, with very little shoulder, on a hill. A tourist, or one not familiar with this section of the highway, is suddenly confronted with a very confusing and what could be a dangerous situation.

It is interesting to note that in about 1940 the City deeded to the Highway Commission, at no cost, a large portion of the right-of-way for the project which we are now requesting.

The City of Bandon is very grateful for the fine cooperation we have enjoyed with the Highway Department and trust that this project will meet with your approval.

Very truly yours,

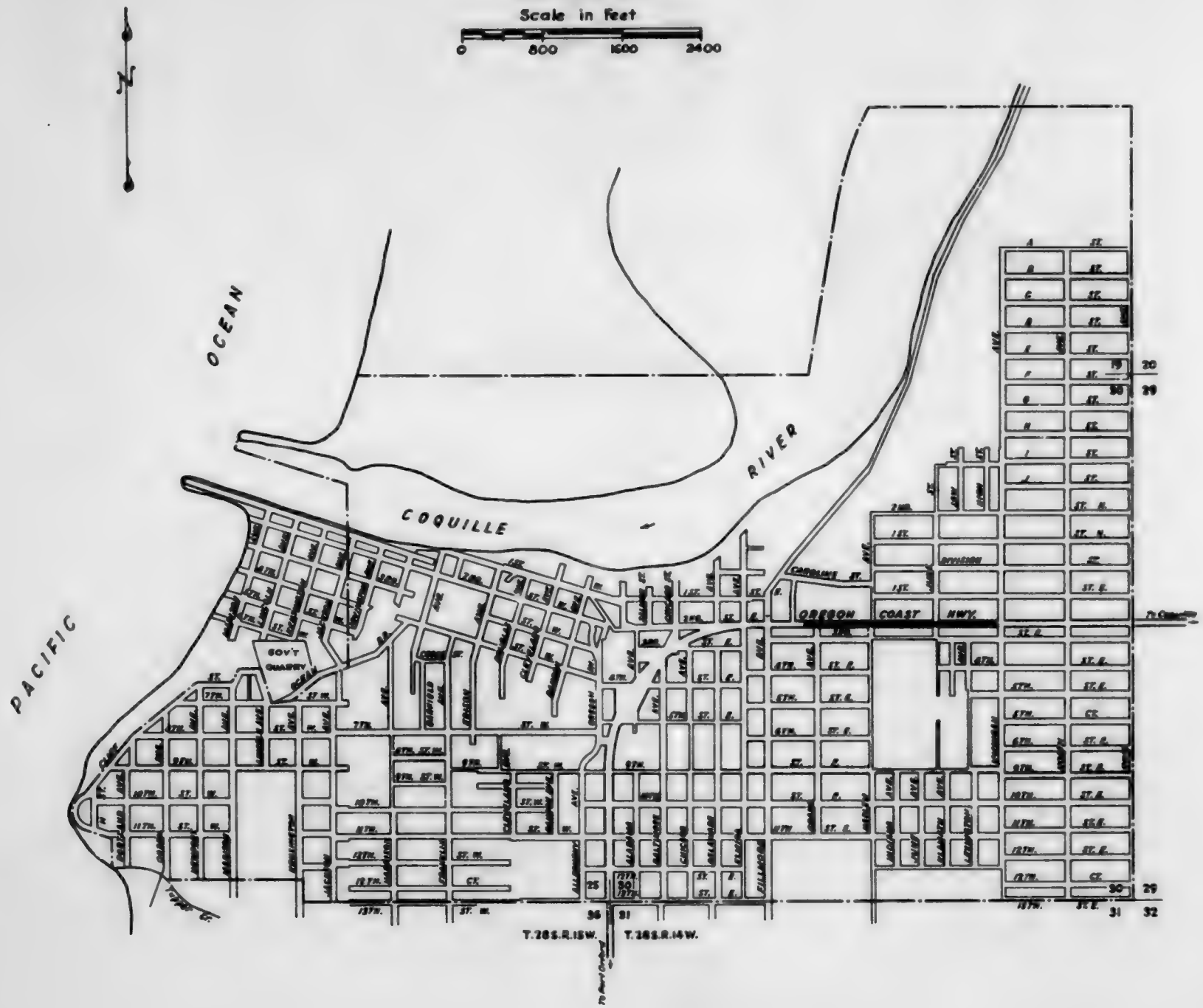
Claude E. Waldrop

Claude E. Waldrop,
Mayor

BANDON

Scale in Feet

0 800 1600 2400



ADDITION

AVE.

ST.

EAST

NORTH

MICHIGAN

THIRD

SECOND

FIRST

BANDON

Deed R.W. 5920

Deed R.W. 5365

N 89° 18' 10" W.

West Coast Telephone Co. 106-430

10' Slope Easement

Easement R.W.-5365

J. B. & Ida Warren 88-822

N. 4000

E. 12000

Deed R.W. 5580

Deed R.W. 5499?

Parcel 1 fr

Project

UNT'S
ADD'N.
LEXINGTON AVE.
KLAMATH AVE.
O'NEIL'S
Parcel 2 from City
Parcel 3 from City
City of Bandon
Methodist Church
10' Slope Easement
Deed R.W. 5414
EAST
Guy Pole
Deed R.W. 5414
Harry & H Dunn
Cabins
Bituminous Macadam Surfacing
City of Bandon
Baptist Church
Gravel
60'
40'
20'
8'

HARLEM AVE.

WOOLEN

FOURTH

GRAND AVE

EAST

SECTION 30 T.38S. R.14E.

Gravel Surfacing

Shell Oil Co.

Shell Oil

Cook County

Parcel 3

10' Slope Easement

Parcel 3

Deed R.W.-5366

Deed R.W.-6414

Deed R.W.-4317

Deed R.W.-6320

Harriet Wentz

Laurah Edmunds

Easement R.W.-5366

Cook Co.

Foggia Cont.

Boynton

M. Jameson

Parcel 4

E. 9000

N. 3000

MILL ADD'N.

ST. EAST

AVE.

GRAND AVE

FILMORE

ELMIRA

Gravel Street

9

8

6

7

3

13

Chas. Mosby

Random Chase Dairy Co. Creamery

City Hall

City of Random

Shuneford Oil

Deed R.W. 5312

Deed - R.W. 6061

Deed - R.W. 6219

Deed Fire Plug R.W. 5312

Deed - R.W. 6178

125.10

E. 900C

N. 3000

9

8

MILL ADD'N.

ST.

EAST

AVE.

AVE.

60

30

6

13

FILMORE

ELMIRA

Gravel Surfacing

7

3

7

Dead Fire Plug

Dead - RW 6081

Dead - RW 6172

Dead - RW 5812

NOTED
C. G. SWENSON

November 28, 1960

Hon. Claude E. Waldrop
The Mayor
City Hall
Bandon, Oregon

Highway 101 Improvement,
Ferry Creek Bridge to New Bullards Bridge-
Bandon Intersection

Dear Mr. Waldrop:

We have consulted with our reconnaissance engineer and cannot at this time come up with a better estimate of cost than the one previously given you due to lack of definite information of right-of-way costs etc.

We believe, to be safe, the City should at this stage use $120,000 as the anticipated total cost, $30,000 being the City's anticipated share.

Very truly yours,

C. G. Swenson
County & City Relations

By

H. C. Ayers
Field Engineer

HCA:mm

NOVEMBER 18, 1960

MR. HAROLD AYERS
STATE HIGHWAY BUILDING
SALEM, OREGON

DEAR HAROLD:

IT WAS A PLEASURE TO SEE YOU AT THE LEAGUE OF OREGON CITIES MEETING THIS WEEK.

OUR CITY COUNCIL DISCUSSED THE MATTER LAST NIGHT OF IMPROVING HIGHWAY 101 FROM FERRY CREEK BRIDGE TO PRESENT INTERSECTION OF NEW HIGHWAY.

IN MY DISCUSSION WITH YOU, I UNDERSTOOD THAT A MORE COMPLETE ESTIMATE WOULD BE MADE AND FORWARDED TO CITY OF BANDON. THIS WE NEED AS SOON AS POSSIBLE IN ORDER TO HOLD A HEARING WITH THE PEOPLE CONCERNED.

UPON RECEIPT OF THIS INFORMATION, WE WILL THEN BE IN POSITION TO DISCUSS THE MATTER AND PERHAPS ADVISE YOU AND YOUR DEPARTMENT PRIOR TO THE DECEMBER MEETING OF THE COMMISSION.

THANKING YOU, I AM,

VERY TRULY YOURS,

BY: Sadie Wadsworth
MAYOR

RECEIVED
NOV 21 1960
ENGINEER
COUNTY & CITY RELATIONS

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET SHEET OF SHEETS

Second Street Improvement, City of Canyon
Canyon - East Highway
003 County

52' Curb to curb Length 0.38 mile

	Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	-	100%	Lump Sum	500
2.	Com. Exc. incl haul	Cy	3350	850	4200	050	2100
3.	Drainage	Mile	0.38	-	0.38	2000.00	760
4.	Finish Roadway	Mile	0.38	-	0.38	1000.00	380
5.	Type 'L' curb	Cy	140	40	180	4.50	810
6.	Surfacing & Paving	Mile	0.38	-	0.38	110,000	41,800
					Subtotal		53,640
					Engineering & Contng.		21,360
					Grading & Paving		75,000
					Fairy Creek Structure		10,000
					Est Const. Cost		$85,000

RECEIVED
JAN 21 1960
FOR FILING

4-N

December 21, 1959

Mr. John H. Fasnacht
Manager of Utilities
City of Bandon
Bandon, Oregon

Dear Mr. Fasnacht:

In your letter of December 10 addressed to Mr. C. G. Swenson, County-City Relations Engineer, you stated that the Bandon City Council had approved the City's participation in the amount of 25 percent of the estimated cost of $60,000 for widening and improving a section of US 101 from the top of the hill south of the business section to the south city limits.

This matter was presented to the State Highway Commission at its meeting December 16 by the Highway Engineer. The Commission approved the project with the understanding that the City would contribute the sum of $15,000.

An agreement covering details of the project will be prepared and forwarded to you in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

cc: Mr. G. S. Paxson
Mr. C. G. Swenson

RECEIVED
DEC 15 1959
FOR FILING

December 14, 1959

Oregon State Highway Commission

Gentlemen:

The City of Burden has requested that the section of [illegible] from the top of the hill south of the business section to the south city limits be widened to the curbed street section, 64 feet between curbs. It has offered to contribute 25 per cent of the cost of the project.

This seems to be a worthwhile project and I would recommend that we be authorized to enter into an agreement with the City. I attach hereto a print of the map of the city showing the section that would be reconstructed. Our estimate of the cost of the project is $60,000 and under this proposal the cost to the State would be $45,000 and to the city $15,000. We propose that the State's share of the cost will be borne by State funds without federal aid.

This matter will be before you for your consideration at the Commission meeting on December 16.

Very truly yours,

R. G. Williams
State Highway Engineer

Encl.

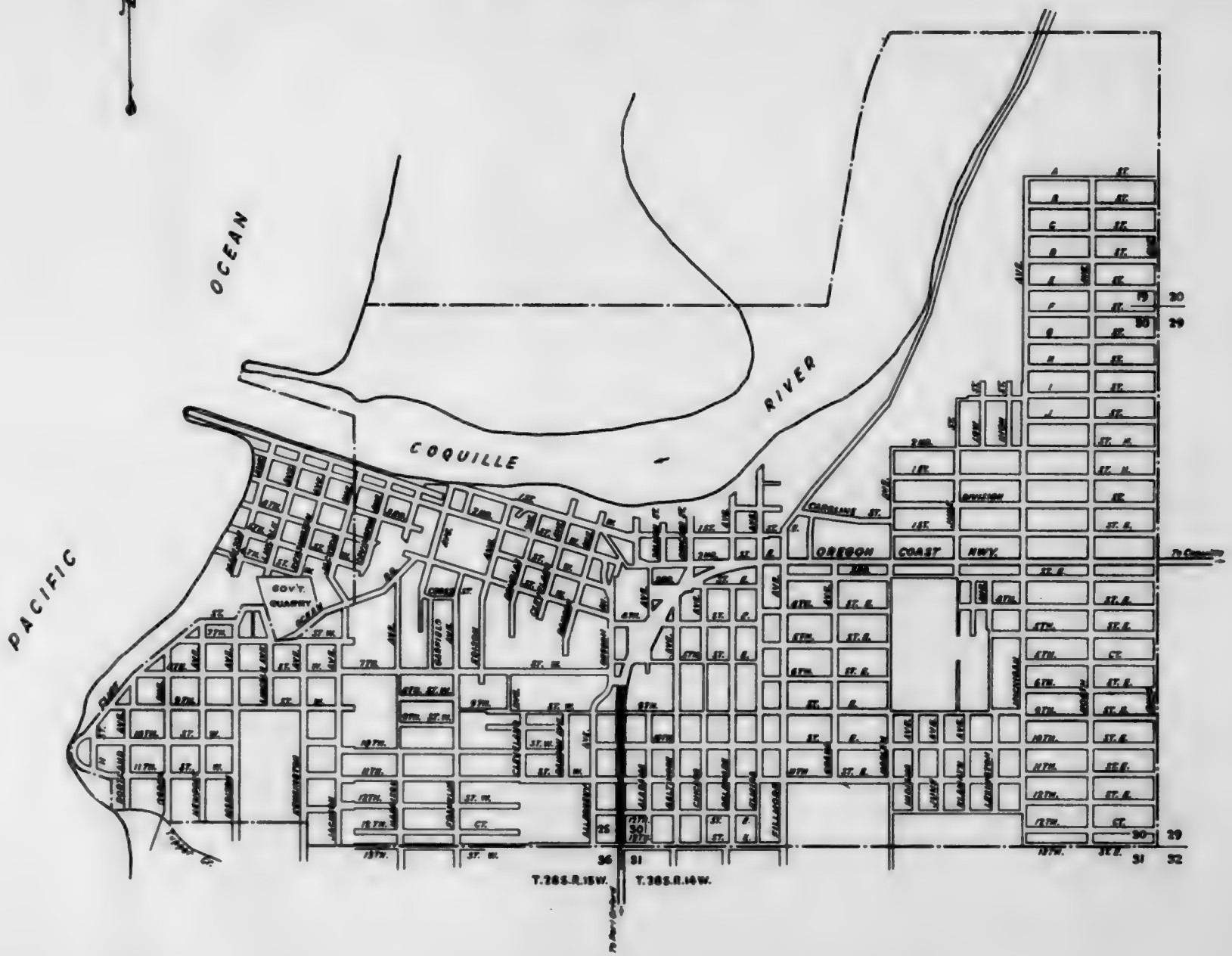
cc Mr. G. S. Paxson
Mr. C. G. Swanson
Mr. C. H. Maison

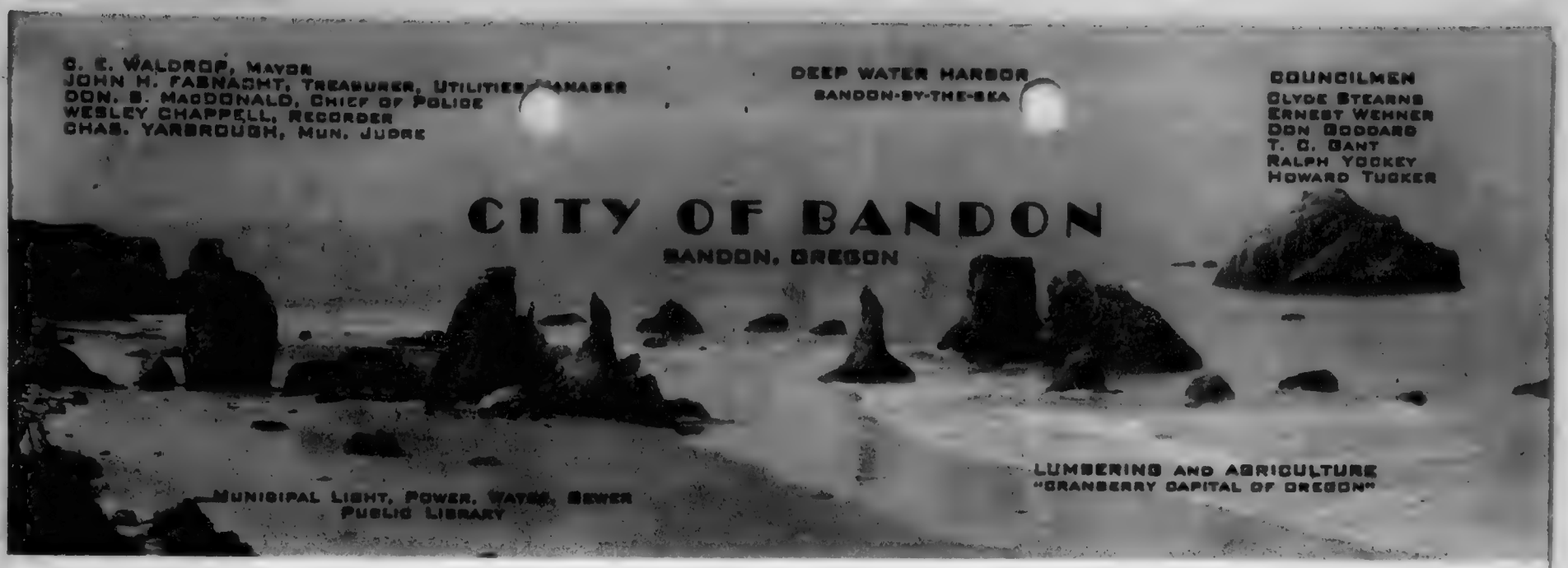
CSP:gm fn

BANDON

Scale in Feet

0 800 1600 3400





Dec. 10, 1959.

Mr. C. G. Swenson,
Engineer, County & City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

In our telephone conversation of Dec. 8th, 1959, you informed us that after additional consideration of the requested widening and improving of the Highway from the North line of Block 1 Rholes-Hopson Addition to the South City Limits line, the Highway Department felt that 64 feet would be the preferable width and that a revised preliminary estimate of the cost of the project was $59,800.00.

This information was presented to the Common Council at their regular meeting of Dec. 9th, 1959. On the basis of this information the Council re-affirmed their action of the November 18th, 1959 meeting, as set forth in our letter dated November 24th, 1959,- that is that the City agrees to pay 25% of the cost of the project.

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

RECEIVED
DEC 11 1959

RECEIVED
DEC - 3 1959
FOR FILING

Salem, Oregon
December 7, 1959

Mr. C. G. Swenson

Request of City of Bandon for improvement of US101 in Bandon

I am returning the letter from the City of Bandon requesting the improvement of US101 from the southerly city limits to the top of the hill leading down into the main business district.

In their letter they note that the Common Council had agreed to pay 25 percent of the cost. Our estimate of this cost is $59,800. I am not sure that the City is aware of the cost and before presenting it to the Highway Commission, would ask that you check with them to be assured that they are in a position to cooperate on a project of this size.

Attach.
GSP:gm
cc Mr. W. C. Williams

G. S. Paxson

FORM E-30 60M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1959

SUBJECT: Request for street improvement
City of Bandon

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

I attach a report of the needs study section concerning the cost of the improvement of U.S. 101 from the top of the hill southerly to the city limits in the City of Bandon. The cost is $59,800, which includes preliminary and construction engineering.

Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
DEC - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

NEEDS STUDY REPORT

Oregon Coast Highway
City of Bandon
Oregon Ave. to South City Limits Section
Length 0.3 mi.
Cross Section: 64' Pavement and Curbs

Estimate of Cost

Preliminary Engineering	1,800
Grade & Pave	42,000
Curbs & Drains	16,000
	59,800

Reference is made to the letter from Mr. John H. Fasnacht, Manager of Utilities, City of Bandon, dated November 24, 1959, requesting widening and installation of curbs and drainage adjacent to the South City Limits of Bandon. It is understood that the city is to pay 25% of the cost of this improvement and if required, stand the entire cost of sidewalk construction.

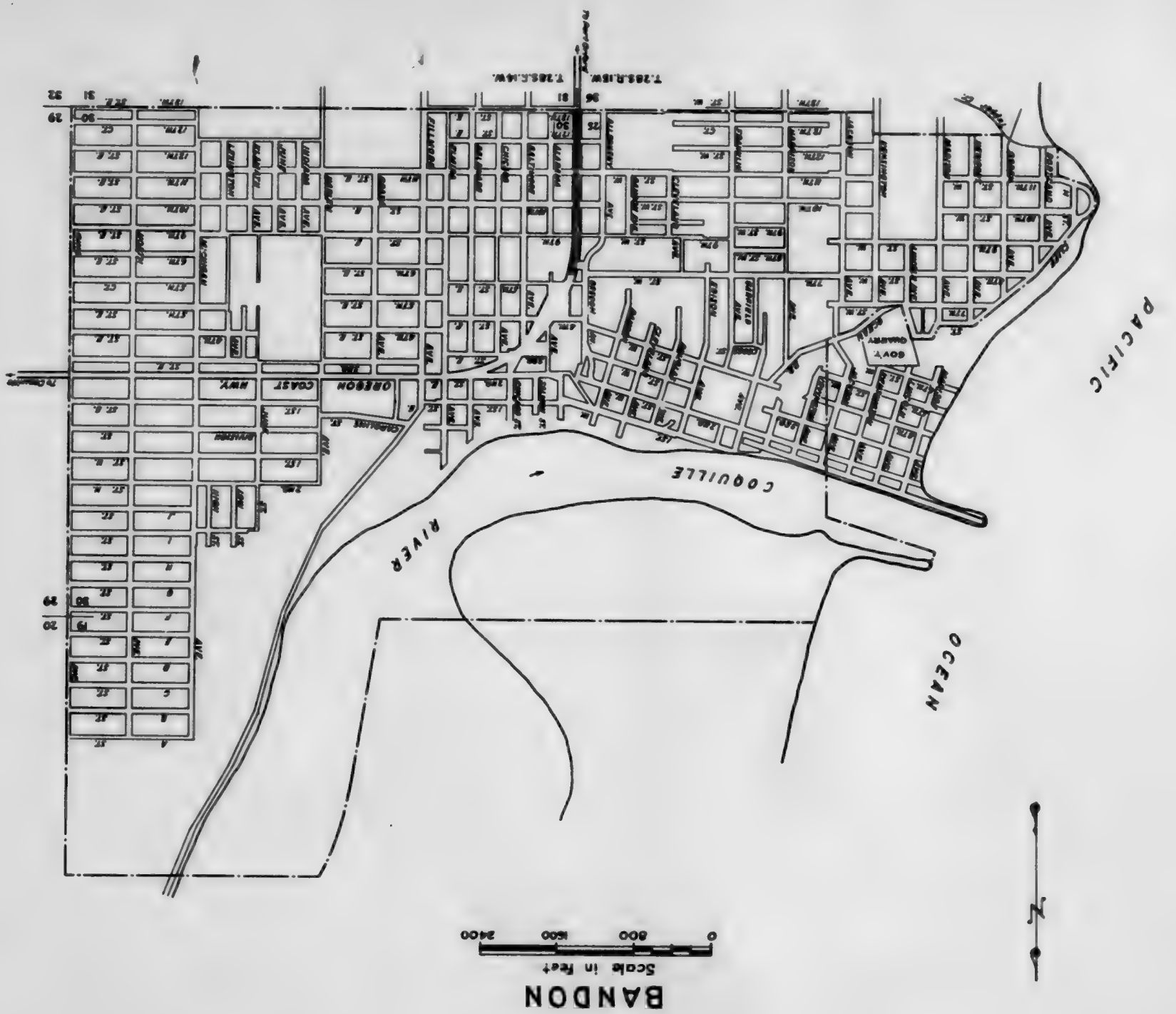
The 1958 A.D.T. at the west end of 2nd Street is 4,000; at 7th St. it is 4,500, and at South City Limits it is 3,250. The 1957 A.D.T. at the South City Limits is 4,200. Other traffic counting stations in the vicinity show a similar decrease in traffic from the 1957 figures. The 20-year projection factor is 2.0.

Between the proposed improvement and the mainpart of town is a 2-lane section of road which should be adequate for some time in the future.

When the Oregon Coast Highway is extended south of the Bullards' Bridge--Bandon Section, it will bypass this proposed improvement.

Signed: Jack A. Rowland
Construction Planning Engineer

Dated: December 3, 1959


T.28S.R.15W.
T.28S.R.14W.
OREGON COAST HWY
COQUILLE RIVER
PACIFIC OCEAN
GOV'T QUARRY
Scale in Feet
0 800 1600 2400
N

BANDON

WEST

ADD'N

HADSON

RHOLES

Other Negotiation

Bennion Dist No. 54

S. 200

E. 7000

AVE.
500' Spiral
S = 10°
a = 28
ST.
N. 89° 53' W.
Marine Point Roselle
Deed RW-5536-8 Easmt
Deed RW-5613
Parcel-13
Deed RW-5612
Easmt
Deed RW-5612
Deed RW-5613
Clara Miller
5
119-379
P.L. Swager
4
190-396
City of Barnden
2
Ethel Askey
nw-sw
RHOLES
ADD'N.
CARTWRIGHT'S
FIFTH
ST.
2ND ADD'N.
WEST
1
7000
N. 3000
Emma Larson
50
108.3
2 A. Cotter
Deed R.W-5430
Carl J. Hansen Est.
66-6
130.47'
P.C.
T.W.
Deed RW-5430
Parcel-1
Deed RW-5430
To be Sold
Jan Brady Painter
Vacated
T.W. Painter
Catholic Church
Parcel-II
Deed RW-5612
Parcel-I
Deed RW-5612
Deed RW-5536
Parcel-I
Deed RW-5536
BELLEVIEW
ADD'N.
Deed RW-5604
Parcel-2
T.W. Painter
T.W. Painter
Catholic Ch.
Case
Co
T.W. R.C.F. Water
88-584
R
N. 89° 53' W.
15' Water Pipe
60'
OREGON
AVE.
Water Pipe
N 325059
E 735302
65
Church
S. 5° 10' 49" W. 3.529.43' W.
3.230.36' W.
N. 46° 37' E.
Equation of True Bearings
S.0°07'30"W = S.0°07'W
SEC. 30 T. 28S. R. 14W.
SEC. 25 T. 28S. R. 15W.

SEC. 30 T. 28 S. R. 14 W.
SEC. 25 T. 28 S. R. 15 W.

Equation of True Bearings
S.0°07'50"W. = S.0°07'W.

52+86.8 P.T.
N 3907.91
E 7403.45

Oregon Coast Highway

Deed RW 5510

Deed - RW 5539 Parcel - 2

Deed - RW 5539 Parcel - 1

Deed - RW 6044 Parcel - 2

Deed - RW 6044 Parcel - 1

Deed RW 5942 Parcel - 11

Catholic Church property

Catholic Ch.

Catholic Church

BELLEVIEW

ADDN

OREGON

BALTIMORE

EAST

AVE.

S.0°07'W.

S.25°56'W.

S.0°49'W.

N.89°53'E.

N.55°55'W.

N.89°53'E.

N.89°53'E.

192.40'

500' Spiral
S = 10°
e = .08

Deed R/W 5430

Deed J. Hanse

Deed A. Cotter

Deed Ent. 5942

Deed Ent. 5943

Deed Ent. 5944

Deed Ent. 5945

Deed Ent. 5946

Deed Ent. 5947

Deed Ent. 5948

Deed Ent. 5949

Deed Ent. 5950

Deed Ent. 5951

Deed Ent. 5952

Deed Ent. 5953

Deed Ent. 5954

Deed Ent.

HERS'S

ADDITION

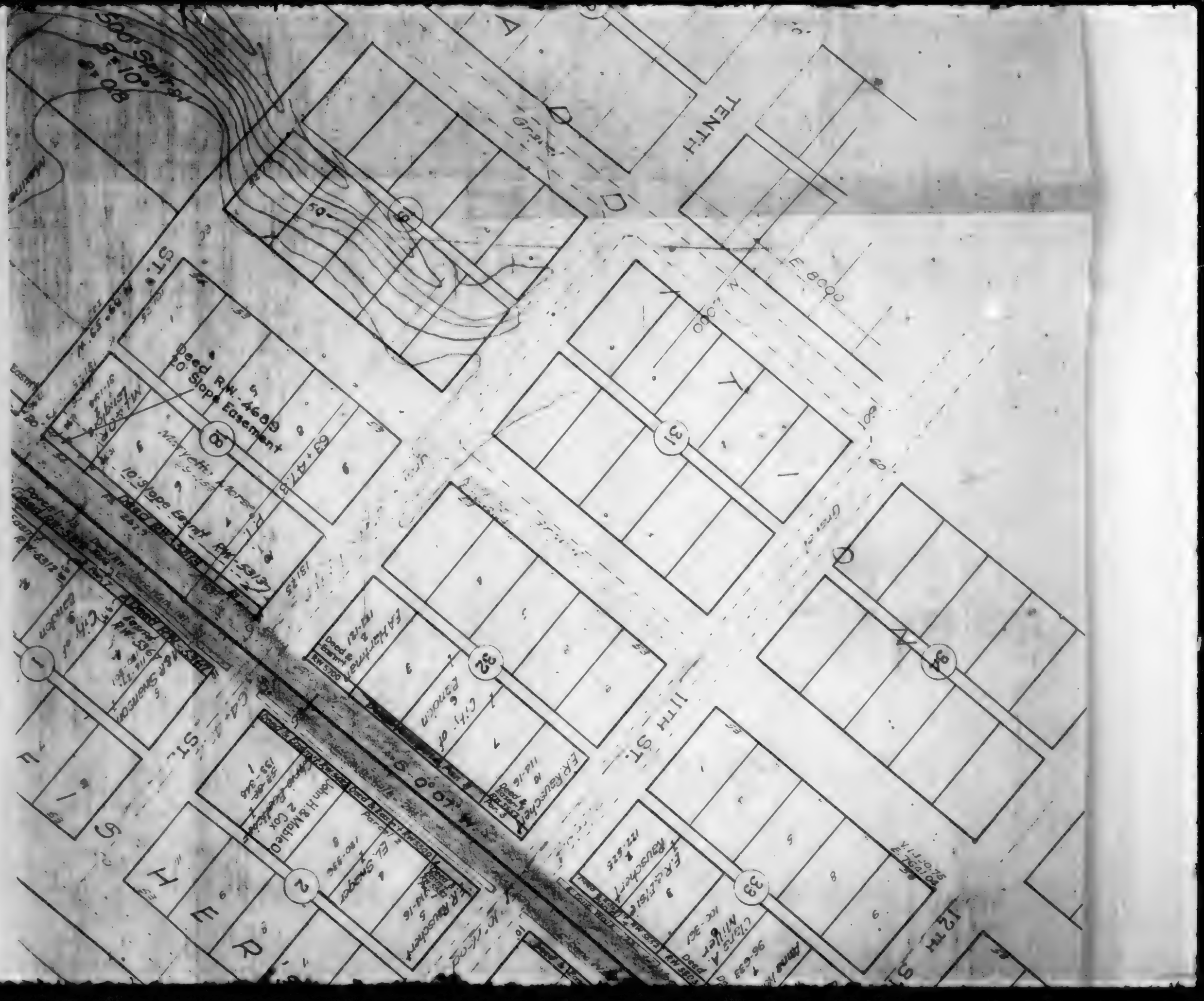
OREGON

Deed Rec. 5312

Deed RW 5555

Deed RW 5555

Deed RW 5555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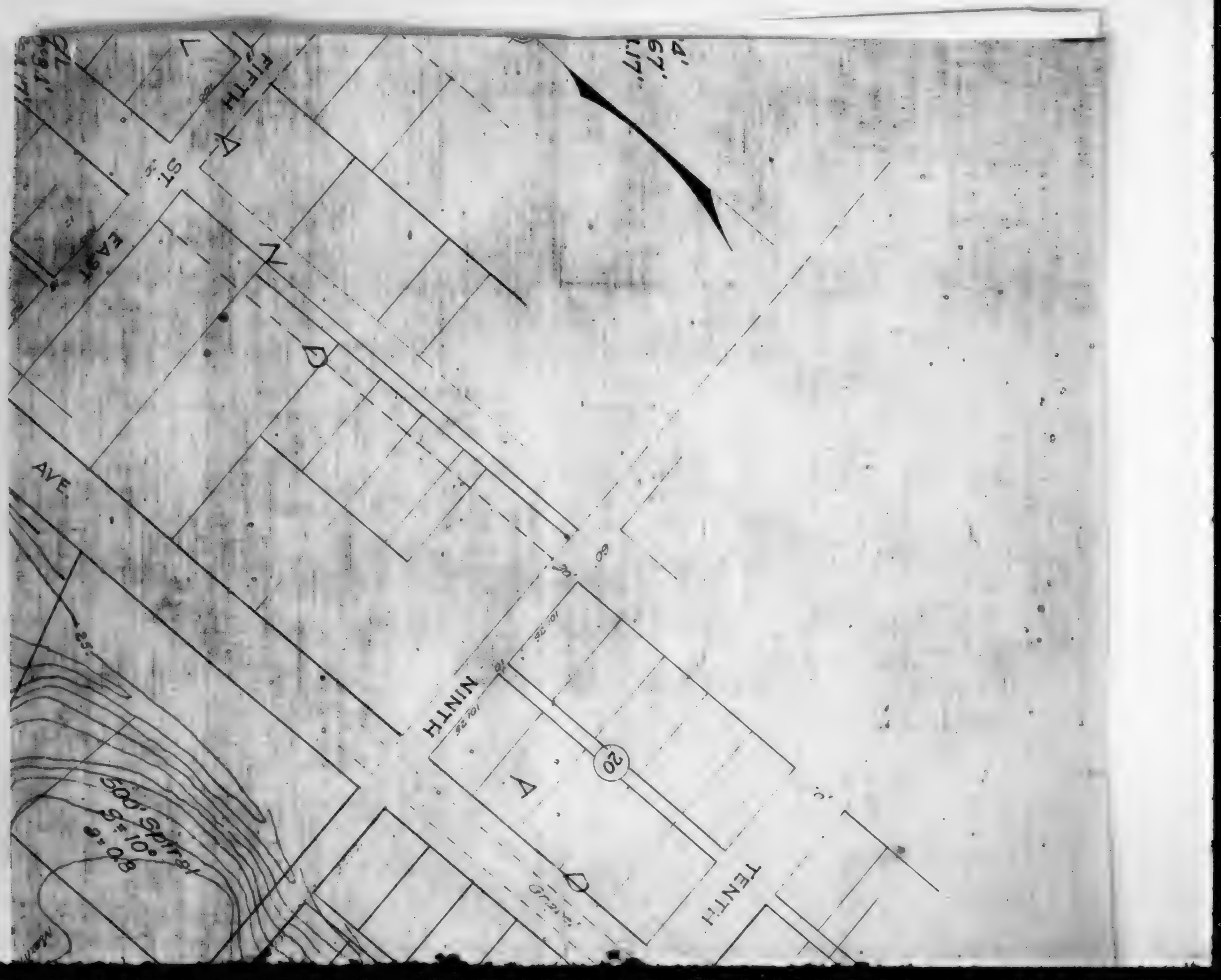
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Salem, Oregon
November 27, 1959

Request from City of Bandon
for street improvement

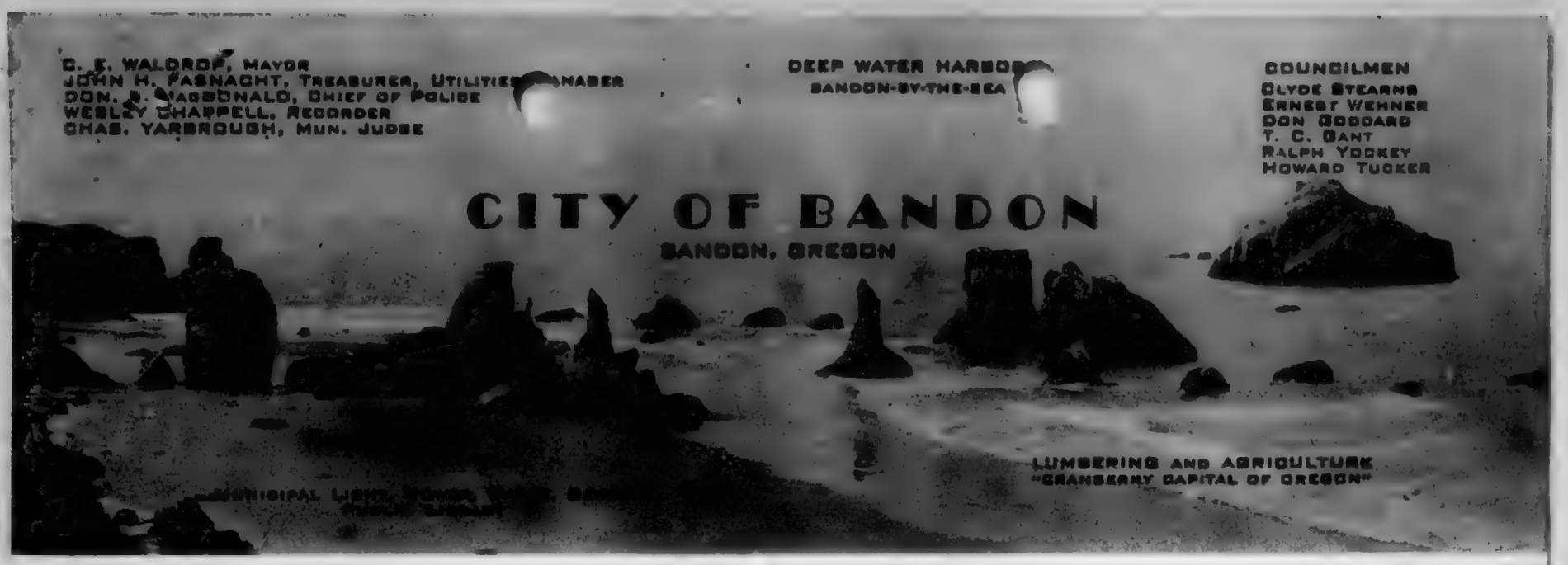
Mr. Tom Edwards

Herewith letter from the City of Bandon dated November 24 requesting street improvement on US101 from the south city limits northerly to the top of the hill leading down into the main part of town. Will you please give me an estimate of the cost of their proposal.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. C. G. Swenson



November 24, 1959

State Highway Department
Salem, Oregon

PLEASE RETURN TO
G. S. PAXSON

Att: Mr. C. G. Swenson
Engineer, County & City Relations

Gentlemen;

In 1940 when the highway was relocated through a portion of Bandon, the Commission acquired a 10 foot strip, plus slope and fill easements, on each side of the existing right-of-way from the southern end of the 1940 construction project to the south city limits line. Due to the fact that there was little activity in this area the city has not pressed for the completion of the project implied with the right-of-way acquisition. Since 1955 there has been a gradual development in the area and within the past six months the trend has accelerated, as evidenced by the shopping center now under construction and the planned construction of other facilities. The above development combined with the fact that the increased school facilities have been constructed to the west of this area make the present two lane highway with shoulders and ditches inadequate for the traffic.

In the improvement of streets leading from the highway the City must terminate its curbing and permanent paving at the edge of the acquired right-of-way and then attempt to tie this in with the existing paving and ditches. This procedure is necessarily expensive, temporary and unsatisfactory.

RECEIVED
NOV 25 1959

Mr. C. G. S[illegible]son November 24, 1959

In view of the above conditions the City of Bandon is requesting that the Commission widen the highway to the apparently planned 60 feet and install necessary curbs and drainage from approximately the North line of Block I Rholes-Hopson to the south city limits line. At the recommendation of your engineer in charge of county and city relations, the Common Council at its regular meeting of November 18th formally agreed to pay 25% of the cost of the requested improvement.

Mayor C. E. Waldrop and the writer would like the opportunity of appearing before the Commission at its December 11th meeting in support of the above project.

Very truly yours,

City of Bandon

By John H. Fasnacht

John H. Fasnacht
Mgr. of Utilities

BANDON

Scale in Feet

0 800 1600 2400

On Highway 101 within the City of Bandon extending from Grand Avenue to the East city limits and from 9th Streets to the South city limits, the Highway Commission has purchased ~~xxxx~~ 10 feet additional on each side of the highway. This was done during 1938 with the intent of widening the highway as was done between Grand Avenue and 9th street. Unfortunately the Highway Commission has not purchased the additional 10' from all of the adjoining property (Iwould estimate about 30-35% not purchased) which makes a crazy quilt pattern of the existing right-of-way line. Thus within one block ~~xxx~~ there will be lots from which the 10 feet has not been purchased and lots from which it has been purchased. At that time,1938, the city owned a good many of the lots adjoining the highway and they were deeded to the Highway Commission without charge.

In addition the ditches along the highway in the sections ~~xxxx~~ mentioned above in places are at least 2½ feet deep and in others there are ~~xxx~~ no ditches and no drainage whatsoever.

When we built the concrete curbs and gutters on 10th and 11th Streets East we had to stop 20 feet short of the highway due to the existence of the right-of-way purchased but not used. And due to the depth on the highway ditches, particularly at 10th street we could not tie the grade of the gutter we built into the ditch.

C. E. Waldrop

Bandon Public Schools

District No. 54C, Coos County
BANDON, OREGON

August 6, 1957

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Mr. Harold Ayres
Assistant Engineer
State Highway Department
Salem, Oregon

Dear Mr. Ayres:

We have a very bad problem of our school busses getting on and off highway 101 at 9th and 11th Street. It is necessary to swing far into the wrong lane both to enter and leave the highway. Is there any possibility of widening the road on this narrow strip just coming up the hill from the business section of Bandon?

The traffic is heavy and we are afraid of liability in getting our busses on and off the highway. We, of Bandon, are most hopeful that the bottle neck approaches down the hill to the business section can be widened to help alleviate the bad traffic problem.

Sincerely yours,
Roland L Parks
ROLAND L. PARKS
Superintendent of Schools

RLP/ag

Original to Parsons for his action 8/16/57

NOTED
JOHN D. GRAHAM

NOTED
Harold O. Ayers

NOTED
John F. Hagemann

NOTED

NOTED

Clarence:

7-23-57

Re. Barton request for street section.

Asked Tom Edwards if he knew anything about the questions raised by Mayor C. E. Waldrop. He said he knew nothing about any "promise" re the completion of this section, but believed that the "situation" there was intolerable", But suggested we handle this in our regular manner.

As I have verbally reported to you, the Mayor - City Manager and two Councilmen requested the completion of a street section from Baltimore Street to S. City limits they state that when the Department bought right of way, in 1938, for the purpose of widening the highway at this point the City gave right of way and the individual property owners acted cheerly in order to obtain the improvement. Advised them that if the project were approved the city would be asked to stand 25% of the total Cost of Construction, as the improvement would enhance the value of the property adjacent to the improvement.

The Culture along this stretch of highway has increased to a great extent in the past few years, but the present highway (22') appeared to be carrying the traffic

Well.

Mr. Edwards also informed me that the By-pass of Bandon was far in the future, so the present 101 would have to carry the added traffic for some time.

H Clyne.

RECEIVED
JUL 10 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 11, 1959

SUBJECT: Improvement of Highway 101 in Bandon as requested by Mayor Waldrop

To: I. A. DeFrance
Maintenance Engineer

Tom Edwards
Construction Engineer

In compliance with instructions received from Mr. P. M. Stephenson, Assistant State Highway Engineer, in a letter dated May 19, 1959, I have for the third time contacted Mayor Waldrop of Bandon regarding his request that some improvement be made on Highway 101 between Fillmore Street and Michigan Avenue in Bandon.

On May 8, 1959, I contacted Mayor Waldrop and discussed this matter with him and submitted a report regarding same to Mr. Tom Edwards. As stated in that letter, we discussed the four alternates as outlined by Mr. Forrest Cooper, their benefits and shortcomings.

Since that time, the area in question has been again reviewed by Mr. George Baker and Mr. Vic Coffey from the Salem Maintenance office. I believe Mr. Coffey took some pictures of this section. On June 10, 1959, accompanied by Mr. Baker, an inspection was made of this section of highway. Any benefit to be derived from improvement of this section of road would involve the construction of a climbing lane, moving of telephone poles, acquisition of additional right of way, construction of a footpath and probably some drainage improvements. It is estimated that a minimum amount of work in this fashion would cost in the neighborhood of $40,000. to $50,000., which agrees quite closely with that stated in Mr. Cooper's letter of March 18th.

This is approximately the same information discussed with Mr. Waldrop during our previous contacts. Mr. Waldrop agrees that any widening work less than the construction of an additional climbing lane would be futile.

Mr. Waldrop was advised that until such time as additional highway funds are available that no major improvement of this section could be made.

NOTED
P. M. STEPHENSON

10/11/60
Swenson will contact
City and make Report
Cooper

Tom Edwards
Construction Engineer

We do plan, however, to do some shoulder oiling where such is possible over this short section of highway.

This should complete this assignment until such time as the State Highway Department has funds with which to perform widening work which will be of some benefit to the highway.

F. D. Morgan
Division Engineer

dls

SHELL

Goo from West End - Lower Pt.

BEGIN - 1.50' LAND LOOKING EAST

LENGTH 300 - JUNE AVENUE - TERRY CR.

EXISTING POLES - 6 EA'S OF 50'

OILED DITCH - 2' TO 4' " " "

- WORK NECESSARY -

MOVE POLES - CONSTRUCT 3 PH. 3 WIRE
PRIMARY CIRCUITS - 795 ASCR

PRESENT STANDARD 2" W.C.

EXTRA WIRE WOULD REQUIRE WIDENING
10 FEET CUT FOR 3 WIRE - 300' SAND

FORM S-60 THM 6-57—5000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1959

SUBJECT: Weekly Report
May 25-29, 1959

To:

Mr. I. A. DeFrance
Maintenance Engineer

Monday attended staff meeting in the forenoon and worked in the office the remainder of the day.

Tuesday morning Don Hanna of the Accident Commission and I inspected operations of asphalt heater on Moffitt's Paving Crew. Worked in the office Tuesday afternoon.

Wednesday morning left for Coquille. En route met DME Sage at Eugene and inspected proposed shoulder work on the Willamette Highway near Goshen. The shoulders are constructed of material suitable for oiling by road-mix. At that time I also inspected Maintenance Stations at Drain and Elkton and the Rest Area on Umpqua Highway.

Thursday morning met with DME Baker and went to Bandon to inspect proposed shoulder widening near the east end of town. This is a 1500' section and before oiling shoulders, they would have to be rebuilt, storm sewer constructed, telephone poles removed, and widened in a through cut. Baker accompanied me to Camas Valley where we inspected proposed oiling in his district on the Coquille-Roseburg Highway. At that time I also inspected Maintenance Shed at Winston, three Rest Areas on the Pacific Highway near Canyonville and Glendale, and also checked on oiling south of Azalea.

Friday morning discussed proposed shoulder work with Frank Morgan in Grants Pass, and, with DME Lytle, went over proposed shoulder oiling on Crater Lake Highway between Medford and Eagle Point. These shoulders would be suitable for oiling by road-mix. Instructed George Bothman and Lytle to burn pavement where necessary on sections which are to be oiled in their districts.

Loren Spaulding worked in the office on Monday and Tuesday. On Wednesday, he gave Porto-Clinic tests to three employees in Portland who are asking for extension beyond retirement age. On Thursday he gave Porto-Clinic test to 41 applicants at the Salem Maintenance Shed. Friday morning he continued at the Salem Maintenance Shed and gave Porto-Clinic test to 15 additional applicants. On Friday afternoon he worked in the office.

V. H. Seffey
Safety Engineer

cc: Mr. P. M. Stephenson

RECEIVED
MAY 22 1959
FOR FILING

May 21, 1959

Mr. Merritt J. Senter, Secretary
Bandon Chamber of Commerce
Bandon, Oregon

Dilmore - Michigan

Dear Mr. Senter:

This will acknowledge your letter of May 14, 1959 in which you refer to the improvement of Highway 101 in the city of Bandon.

This matter is being discussed with the city officials and it is hoped that some solution can be worked out. The Highway Commission does not have funds available for a full-scale project but it is hoped that the street may be bettered by widening the existing bituminous pavement by the use of an oil mat or some other device during the coming summer season.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FC:ae

Salem, Oregon
May 19, 1959

Improvement of Highway 101
in Bandon

Mr. F. D. Morgan
Division Engineer
Roseburg, Oregon

The City of Bandon and the Bandon Chamber of Commerce have requested improvement of the present Highway 101 from Filmore Street to Michigan Avenue in Bandon.

Estimates of cost were made up for several different schemes and all of them amounted to more than we felt was justified at this time. As an alternate, we have decided to have a state crew oil the shoulders along this section of the highway. To do this would probably require a small amount of additional work to place the shoulders in proper shape.

We feel that this would provide considerable improvement without much expense. Will you kindly inform the Mayor of Bandon as to our proposal.

P. M. Stephensen
Assistant State Highway Engineer

PMS:er

cc Mr. Tom Edwards
Mr. I. A. De France

BEAUTIFUL BEACH AT BANDON-BY-THE-SEA

BANDON IS THE CRANBERRY CAPITAL OF OREGON

BANDON CHAMBER OF COMMERCE

REPRESENTING A COMMUNITY OF

Recreational, Industrial and Agricultural Interests

BANDON, OREGON

May 14, 1959

REFERRED TO Cooper
By State Highway Engineer

Please prepare report to Comm. for next meeting.

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

At the regular meeting of the Bandon Chamber of Commerce held May 12, 1959, the Secretary was instructed to inform the Highway Department that the Chamber is in full accord with the City of Bandon, Oregon, in its request that Highway 101 be made a four lane highway through the City.

Unless the City of Bandon's request is granted, the incline from the Ferry Creek bridge to June Avenue, and the incline from about Chicago Avenue to Oregon Street, both in the City of Bandon, will remain bottlenecks in the free flow of traffic in, and out, of the City. The Highway Department, in the past, has provided a four lane highway on the flat between the two mentioned points, but left, for future improvement, these two bottlenecks.

The Bandon Chamber of Commerce is concerned about this problem, and it is its hope that the Highway Department will complete this "hold-over" project at the same time that the new approach to Bullards Bridge is completed. It is the Chamber's hope that thisrequest will be given full consideration.

Sincerely yours,
Bandon Chamber of Commerce
By: Merritt J. Senter
Merritt J. Senter, Secretary

RECEIVED
MAY 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

MJS:dme

cc:Mayor C. E. Waldrop
cc:M. K. McIver, Chairman
State Highway Commission

NOTED
FORREST COOPER

RECEIVED
MAY 14 1959
FOR FILING

106-11098

Salem, Oregon
May 13, 1959

Widening Highway 101
Bandon

Mr. Tom Edwards
Construction Engineer
O F F I C E

This refers to the matter of widening Highway 101 in Bandon. I have turned this entire matter over to Mr. Stephenson with the request that he do some minor widening of the pavement with a State crew during the 1959 season, which should take care of the matter for the present at least.

Forrest Cooper
Deputy State Highway Engineer

FC:fh

cc Mr. W. C. Williams
Mr. P. M. Stephenson
Mr. F. D. Morgan

FORM E-20 50M 11-58 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1959

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

In response to your letter of March 18th, please be advised that Mr. Morgan has finally succeeded in contacting the Mayor of Bandon, Mr. Claud E. Waldrop, regarding the improvement of the section between the Davis Slough-Bandon Section junction with the Oregon Coast Highway and the City of Bandon proper. Mr. Morgan's report is attached.

I believe it advisable that some additional maintenance money be spent on the section during the coming year. The Davis Slough-Bandon surfacing will not be completed prior to August 31st of 1960 and it would appear that proper measures could be taken without undue distress prior to that time to police up the section from the junction into the city.

Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
MAY 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM B 80 5064 11-58 10000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 8, 1959

SUBJECT Street Improvement in Bandon,
Contact with Mayor Waldrop

To Tom Edwards
Construction Engineer
Salem, Oregon

In compliance with instructions received from your office dated April 6, 1959, to contact Mr. Claud E. Waldrop, Mayor of Bandon, regarding the possible widening of Highway 101 between Fillmore Street and Michigan Avenue in Bandon, please be advised that Mayor Waldrop has been on an extended vacation to South Carolina for the past 4 weeks. He returned to Bandon, Monday afternoon, May 4th. I contacted Mayor Waldrop on the afternoon of May 5th and discussed the various items as delineated by a copy of a letter written by Mr. Forrest Cooper, Deputy State Highway Engineer, dated March 18, 1959.

We discussed the 4 alternates as outlined in Mr. Cooper's letter, their benefits and shortcomings, and I advised Mayor Waldrop that at the present time the State Highway Department had no additional funds with which to perform any work in this vicinity.

Mayor Waldrop questioned me regarding what they could do to further this project and I informed him that the procedure he was following was, in my opinion, best. He had contacted the Highway Department and they had answered him in the negative. I do not believe that the City will drop this request in its entirety but I do not believe the City will make a nuisance of themselves in repeated demands for same at this time. I suggested that after the intersection of the new and old Coast Highways had been completed that it would be advisable to have a traffic study of the short section involved in this request and determine the necessity for an improvement of this stretch at that time.

I believe this completes this assignment.

F. D. Morgan
Division Engineer

dls

CONSTRUCTION DIVISION
RECEIVED
MAY 11 1959
NOTED-[ ][ ][ ][ ][ ]
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RECEIVED
MAR 3 1959
FOR FILING

Salem, Oregon
March 18, 1959

Street Improvement
in Bandon

Mr. Tom Edwards
- Construction Engineer
O F F I C E

On January 19, 1959, Claude E. Waldrop, Mayor of Bandon, was in Mr. Williams' office discussing possible widening of Highway 101 between Fillmore Street and Michigan Avenue in Bandon. You reported on this on January 28, giving estimates for various schemes ranging in costs from $28,000 to $107,000.

Little would be gained by the $28,000 package, as it would merely result in widening the pavement to 24 feet from the existing 20 feet.

The $43,000 package contemplated the same thing and an extension of the pavement on the southerly side to make a 36-foot section.

A 44-foot section with curbs is estimated to cost $63,000 and actually little would be gained by this, as with parking, we would only have a two-lane highway. Any scheme of this nature would, of course, require participation in the cost by the City.

The final scheme estimated to cost $107,000 contemplated construction of 64 feet to curbs.

It is my opinion that the cost of any of these schemes is more than is justified by the result. As an alternate, we might widen the pavement slightly on either side when we have a State paving crew in that area, leaving the major improvement to a later date when conditions and finances would warrent.

I believe the best way to handle this would be to have the Division Engineer, or someone on his staff, contact the Mayor of Bandon and explain to him that financing of an extensive project is not possible and that any job involving curbs would require participation by the City and, even so, that we would not have money for it at this time; also, see if the minor widening by our own crews, as suggested above, would satisfy the City for the moment.

Copy to Defrance 3-15-59
Maint will study oiling of shoulders

I am handing you a copy of a letter dated March 14 from Mayor Waldrop for your information.

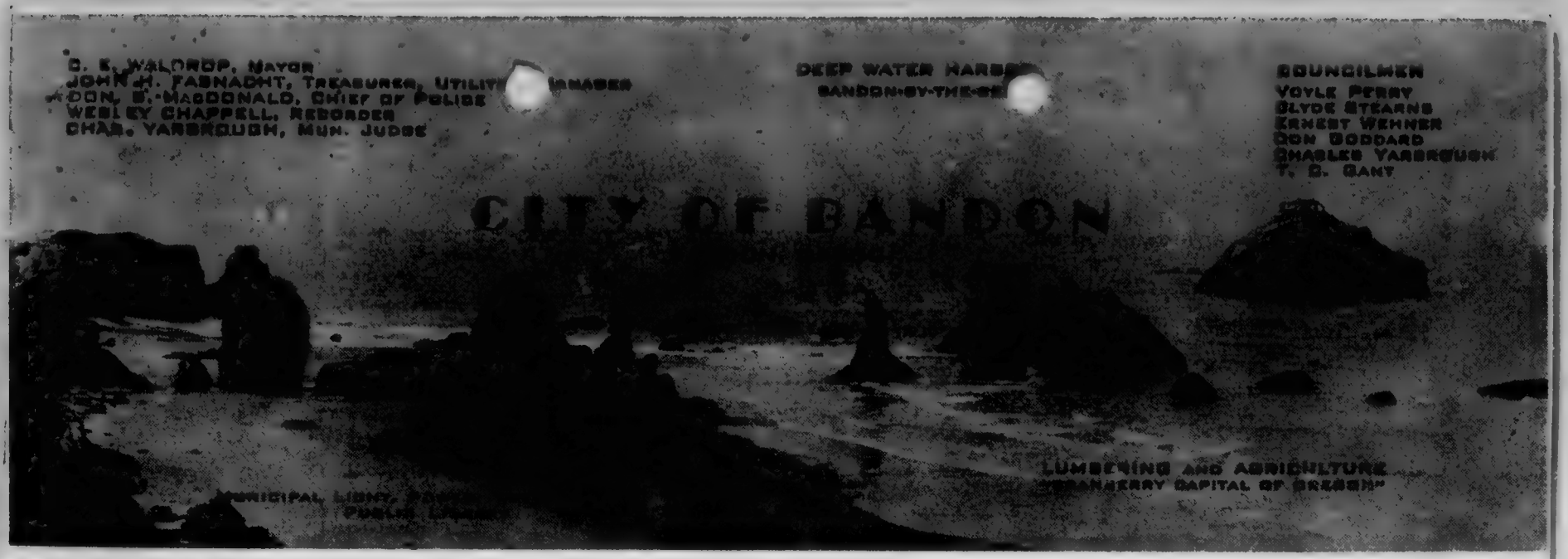
Please advise.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams



MARCH 14, 1959

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
SALEM, OREGON

DEAR MR. WILLIAMS:

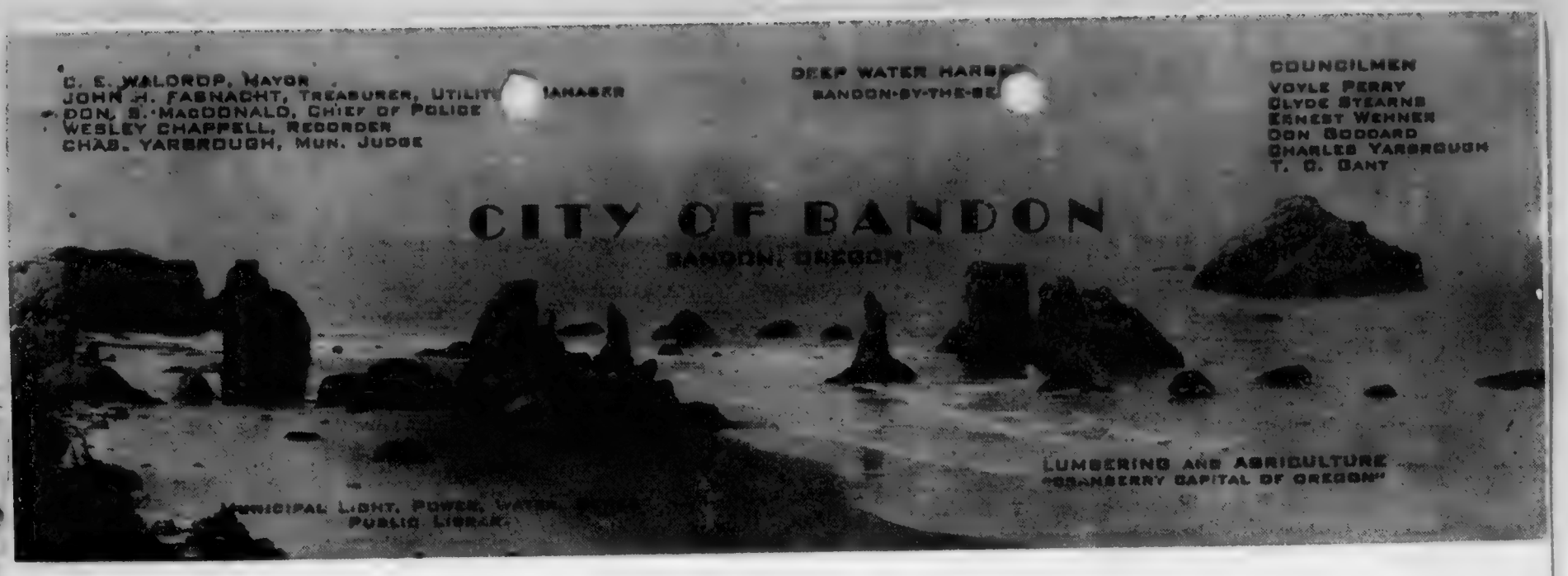
REFERENCE IS MADE TO A CONVERSATION IN YOUR OFFICE ON JANUARY 19, 1959.

AT THAT TIME, I PRESENTED A REQUEST FROM THE CITY OF BANDON FOR WIDENING OF HIGHWAY 101 FROM THE BULLARDS BANDON PROJECT TO THE PRESENT WIDE HIGHWAY AT FERRY CREEK BRIDGE, A DISTANCE OF APPROXIMATELY 1600 FEET. I ALSO POINTED OUT THAT THE STATE HIGHWAY HAD SECURED RIGHT OF WAYS IN 1938 FOR THIS PURPOSE. I ALSO POINTED OUT THAT THIS 1600 FEET WAS ON A HILL AND WAS ONLY 19 AND 20 FEET WIDE.

DUE TO THE ANTICIPATED TRAFFIC AND FOR THE ELEMINATION OF PRESENT DANGEROUS DRIVING CONDITIONS, WE FEEL THAT NOW IS THE TIME TO WIDEN THIS STRIP.

YOU AGREED THAT THIS REQUEST SEEMED REASONABLE, AND THAT WE WOULD BE ADVISED WITHIN THE NEXT 3 OR 4 WEEKS.

TO DATE, WE HAVE NOT HAD ANY CONTACT FROM YOU OR THE DEPARTMENT. WE REALIZE YOU ARE VERY BUSY AT THIS TIME, HOWEVER, PLEASE REST ASSURED THAT THIS PROJECT IS OF THE UTMOST IMPORTANCE TO THIS AREA. FROM AN ECONOMICAL VIEW, WITH THE PRESENT CONTRACTOR IN THE AREA, THIS PROJECT WOULD NOT BE UNREASONABLE TO COMPLETE AT THIS TIME.



IF YOU DESIRE ADDITIONAL INFORMATION, WE WOULD BE PLEASED TO APPEAR AT YOUR CONVENIENCE, HOWEVER IN JANUARY, YOU STATED THAT PERHAPS THE MATTER COULD BE WORKED OUT WITHOUT AN AUDIENCE WITH THE COMMISSION.

THANKING YOU FOR YOUR CONSIDERATION, WE ARE,

VERY TRULY YOURS,

CITY OF BANDON

BY _____

MAYOR

RECEIVED
MAR 17 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 1 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1959

SUBJECT: Street Improvement, City of Bandon
Oregon Coast Highway
Coos County

To: Mr. Tom Edwards
Construction Engineer
O F F I C E

In accordance with instructions, tentative estimates have been prepared for the improvement of Second Street (Oregon Coast Highway) in Bandon from the southerly end of Fuller's Bridge-Bandon Unit (Michigan Avenue) westerly to the widened section (Grand Avenue). The approximate length of this section is 2,000 feet.

The present street has twenty feet of oil macadam with 5-foot gravel shoulders; there are no existing curbs. Right of way width is 80 feet (40 feet on each side of centerline). At the Grand Avenue end just west of Twin Creek, this two-lane section widens to a 64-foot curb to curb section. Present ADT through this section varies from 3,700, 0.01 mile east of Michigan Avenue, to 4,500, 0.01 mile east of Fillmore Street. There is about 150 feet of three percent plus grade, 100 feet of which is six percent.

The existing road structure over Twin Creek was constructed in 1930 with a load rate of E-21 and has a horizontal clearance of 17 feet with a 5-foot walk on the southerly side; width is 19 feet. It has an oil macadam wearing surface on a treated wood deck. Improvement of this bridge is not anticipated; however, if the street is widened to the 4-lane curbed section (64-foot width), the horizontal clearance would be inadequate. To have a structure of adequate dimension for 4-lanes would cost an estimated $12,000.

Estimates are made for four different roadway sections in order to have a complete picture of the type of improvement that could be made on this street. Surfacing design is assumed as follows: 3½ inches of asphaltic concrete, 2 inches of leveling course, and 8 inches of base course. Existing pavement is utilized in each case. Unit costs are from the Cost Analysis Section. Right of way has not been estimated.

Estimates and sketch map are attached.

J. E. Lorelock
Asst. Chief Location Engineer

By William H. Tebeau
William H. Tebeau
Reconnaissance Designer

RECEIVED
FEB - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

To Cooper

Traffic - 3700 to 4500

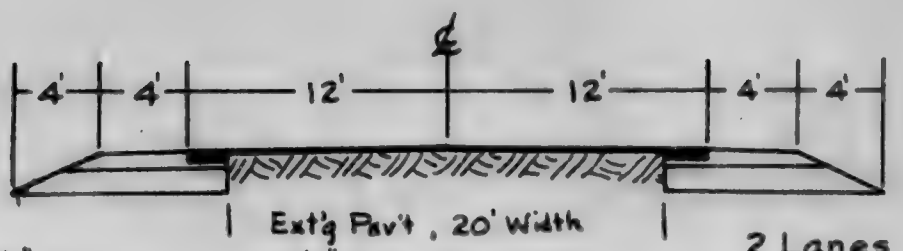
CONSTRUCTION DIVISION
RECEIVED
JAN 30 1959

NOTED-- ☑ CE ☐ ACE ☐ ACE ☐ COE

WHT:lsw
Attachments

STREET IMPROVEMENT, BANDON
OREGON COAST HIGHWAY
COOS COUNTY

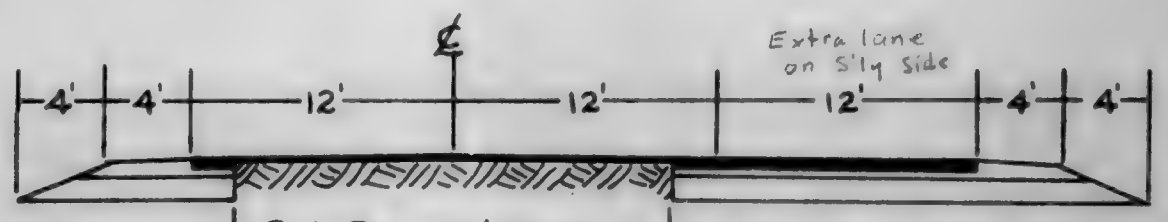
TYPICAL SECTION(S)



Ext'g Pav't, 20' Width
1½" A.C. Half sole

2 Lanes, No Curbs
Est. Cost $28,000

All Sections { 3½" A.C.
2" Leveling
8" Base

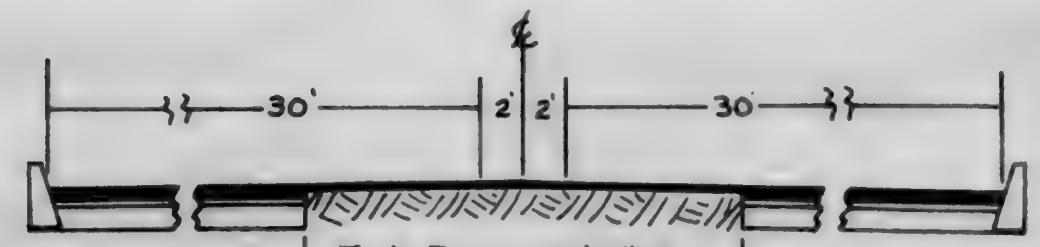


Ext'g Pav't, 20' Width
1½" A.C. Half sole

2 Lanes, truck lane, No Curbs
Est. Cost $43,000

Ext'g Pav't, 20' Width
1½" A.C. Half sole

44' Curb to Curb
Est. Cost $63,000



Ext'g Pav't, 20' Width
1½" A.C. Half sole

64' Curb to Curb
Est. Cost $107,000

[illegible] ESTIMATE
SECOND IMPROVEMENT-CITY OF [illegible]
[illegible] COAST HIGHWAY
COOS COUNTY

Two Lanes Only, No Curbs

Length 0.38 Mile

	Item	Unit	Est.	Allow.	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100	-	100	$ Lump Sum	$ 500
2.	Gen. Excavation, Incl. Haul	Cu. Yd.	1,500	380	1,880	0.50	940
3.	Drainage	Mile	0.38	-	0.38	1,000.00	380
4.	Finish Roadbed & Slopes	Mile	0.38	-	0.38	1,000.00	380
5.	Surfacing & Paving	Mile	0.38	-	0.38	$46,000.00	$17,480
					Subtotal		$19,680
					Engineering & Contingencies		8,320
					Est. Construction Cost		28,000

WINDSHIELD ESTIMATE
SECOND ST. IMPROVEMENT - CITY OF BANDON
OREGON COAST HIGHWAY
COOS COUNTY

Two Lanes, Truck Lane, No Curbs

Length 0.38 Mile

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1. Clearing & Grubbing	All	100%	-	100%	Lump Sum	500
2. General Excav., Incl. Haul	Cu. Yd.	2,800	700	3,500	0.50	1,750
3. Drainage	Mile	0.38	-	0.38	1,000.00	380
4. Finish Roadbed & Slopes	Mile	0.38	-	0.38	1,000.00	380
5. Surfacing & Paving (2)	Mile	0.10	-	0.10	46,000.00	4,600
6. Surfacing & Paving (3)	Mile	0.28	-	0.28	81,000.00	22,680
				Subtotal		30,290
				Engineering & Contingencies		12,710
				Est. Construction Cost		$ 43,000

WINDSHIELD ESTIMATE
SECOND ST. IMPROVEMENT - CITY OF BANDON
OREGON COAST HIGHWAY
COOS COUNTY

44' Curb to Curb

Length 0.38 Mile

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1. Clearing & Grubbing	All	100%	-	100%	Lump Sum	500
2. General Excav., Incl. Haul	Cu. Yd.	2,500	700	3,200	0.50	1,600
3. Drainage	Mile	0.38	-	0.38	2,000.00	760
4. Finish Roadbed	Mile	0.38	-	0.38	1,000.00	380
5. Type "C" Curb	Cu. Yd.	140	40	180	45.00	8,100
6. Surfacing & Paving	Mile	0.38	-	0.38	87,000.00	33,060
				Subtotal		44,400
				Engineering & Contingencies		18,600
				Est. Construction Cost		$ 63,000

WINDSHIELD ESTIMATE
SECOND ST. IMPROVEMENT - CITY OF BANDON
OREGON COAST HIGHWAY
COOS COUNTY

64' Curb to Curb

Length 0.38 Mile

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1. Clearing & Grubbing	All	100%	-	100%	Lump Sum	500
2. General Excav., Incl. Haul	Cu. Yd.	4,200	1,100	5,300	0.50	2,650
3. Drainage	Mile	0.38	-	0.38	2,000.00	760
4. Finish Roadbed	Mile	0.38	-	0.38	1,000.00	380
5. Type "C" Curb	Cu. Yd.	140	40	180	45.00	8,100
6. Surfacing & Paving	Mile	0.38	-	0.38	146,000.00	55,480
				Subtotal		67,870
				Engineering & Contingencies		27,130
				Grading & Paving		95,000
				Fairy Creek Structure		12,000
				Est. Construction Cost		$ 107,000

OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

SECOND ST. IMPROVEMENT - CITY OF BANDON

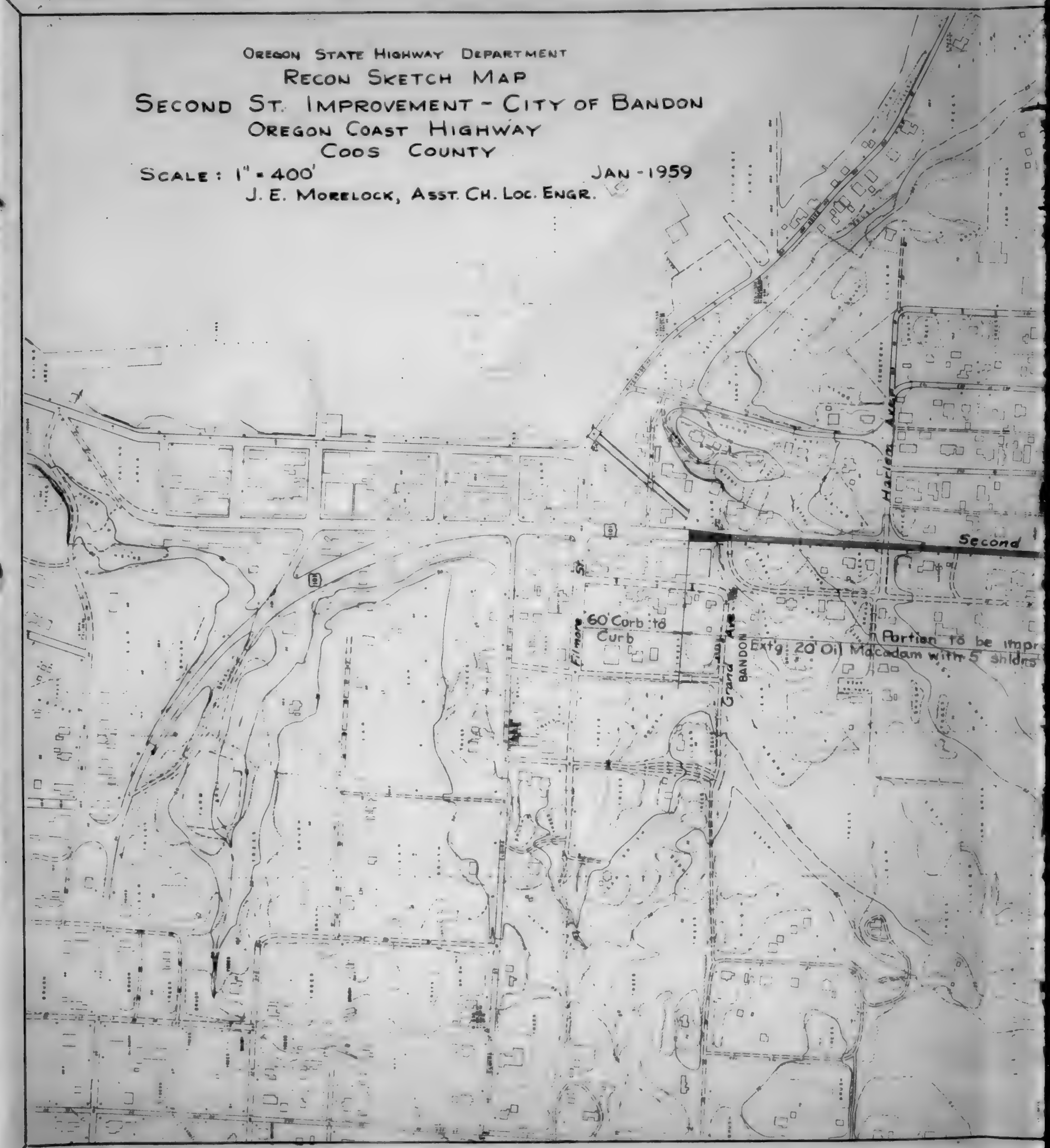
OREGON COAST HIGHWAY

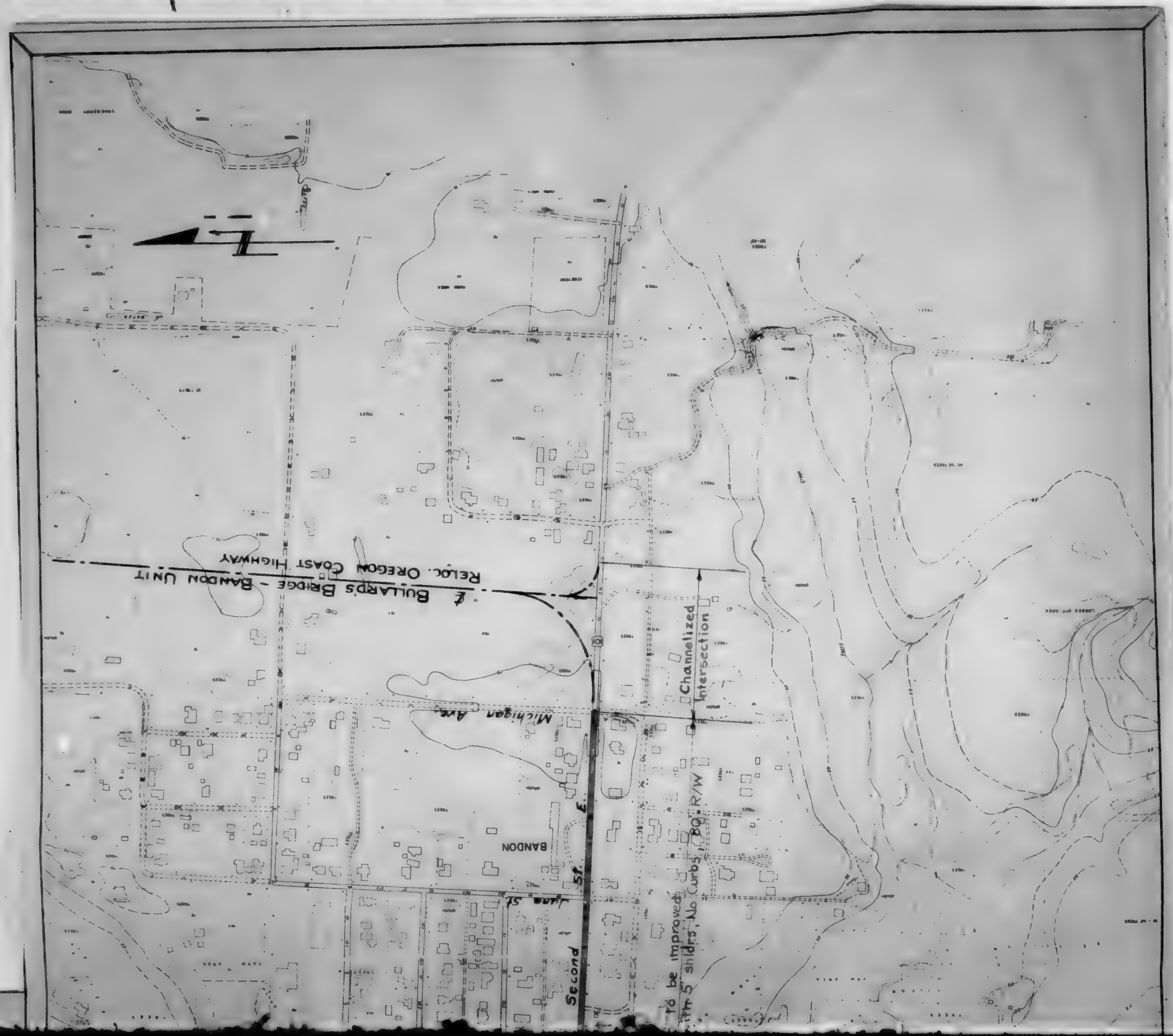
COOS COUNTY

SCALE: 1" = 400'

JAN - 1959

J. E. MORELOCK, ASST. CH. LOC. ENGR.




Bullards Bridge - Bandon Unit
Reloc. Oregon Coast Highway
Michigan Ave.
Channelized Intersection
Second St.
June St.
BANDON
To be improved with 5' shldrs, No Curbs, 80' R/W

RECEIVED
FOR FILING
16-1098

Salem, Oregon
January 19, 1959

Curbs - City of Bandon
Oregon Coast Highway

Mr. Tom Edwards
Construction Engineer
O F F I C E

Mr. Claude E. Waldrop, Mayor of Bandon, was in talking to Mr. Williams this date about the Coast Highway from the southerly end of the Bullards Bridge-Bandon Unit westerly to the widened section on the curve, which was built some 15 years ago.

Will you please give me a sketch showing this section of highway indicating the present width surfacing (oil or paving), the width to curbs if any, and the street width. Also, we need a cost estimate for placing curbs and extending the surfacing to the curbs.

As I have no idea of the widths involved, you can, if you wish, bring the rough details to me and we will work out the widths to be estimated.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

115-1093	Jacksonville Grade-Jackson-ville Sec., Medford-Provolt Hwy.	1962
#6082		

RECEIVED
MAR 7 - 1963
FOR FILING

March 7, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $387.29 will be made to M. C. Lininger & Sons, on contract #6082 for grading-oiling the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $72,235.35, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JAN 21 1963
FOR FILING

January 21, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On November 30, 1962, you were notified of the release of final payment on contract #6082, awarded to M. C. Lininger & Sons, for grading-oiling the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County.

Final payment on this contract is $2,155.44 and the total contract amount is $71,846.06. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

cc: C. H. Maison

RECEIVED
DEC 31 1962
FOR FILING

December 31, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on contract #6082 for grading-oiling the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County, will be released to the contractor, M. C. Lininger & Sons after January 8, 1963.

This payment will be in the amount of $695.45 and the amount of retained percentage will be adjusted to $2,155.44.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

cc: C. H. Maison

RECEIVED
DEC 3 1962
FOR FILING

6082

November 30, 1962

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Wn.

Gentlemen:

Contract No. 6082, awarded to H. C. Lininger & Sons, for grading and oiling the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County, was completed October 29, 1962, and was accepted by the Highway Commission on November 29, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before December 7, 1962.

No claims for labor or material have been filed with us.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
United Pacific Insurance Co.
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

H. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Mr. R.L. Porter
Mr. L. H. Young
Mr. C. H. Maison

fp/

RECEIVED
NOV 30 1962
FOR FILING

6082

November 29, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed October 29 on Contract 6082. The contract was with M. C. Lininger & Sons and was for grading and oiling on the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1962 and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw bbc

RECEIVED
NOV 29 1962
FOR FILING

6082

November 28, 1962

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Release of $11,179.37 on Contract No. 6082 after December 5, 1962, will be made to M. C. Lininger and Sons, for grading and oiling on the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,133.93.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

C. H. Maison

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov.9,1962, 19

Section Jacksonville Hill—Jacksonville

Kind of work Grading and Oiling

Highway Medford—Provolt County Jackson

Section prefix 115-1093

Contractor M.C.Lininger & Sons

Contract number 6082

Date of contract May 4,1962, 19

Specified work days 80

Date work started April 26,1962, 19

Work days used 72

Project authorization $98,005.26
Exclusive of engineering $96,505.26

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 96,505.26

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on estimated cost . . . . . 86 %

Engineering authorization $1,500.00

Engineering cost to date $2,616.12, ... %

Date project was completed October 29,1962, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Monday	5	Finish Fence Along Fill.
Tuesday	6	Holiday
Rest of Week		Compiling Completion data on Project.

Completion of final estimate November 16,1962

NOTED
FORREST COOPER

NOTED
G. S. P.

NOTED
R. L. PORTER

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
NOV 15 1962
ACE ACE

Signed Forrest F. Cooper

Address Box 567 Jacksonville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.61	1.61		1.61	
Miles partially completed					
Miles completed	1.61	1.61		1.61	
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				
	State Force				
Men	1				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Cloudy		
Friday	Rain		
Saturday			

RECEIVED
NOV 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1962

FORM E-20X—50M—11-61—40231

FOR FILING

6082

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1962

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Telephone Line Adjustments
Pacific Northwest Bell Telephone Company
Jacksonville Grade-Jacksonville Section
Medford-Provolt Highway
Jackson County

Attached you will find three (3) copies of the revised estimate and sketch map for the adjustments of the telephone line on the subject project.

It will not be necessary to submit a revised State Force Order, since this estimated cost is less than that previously submitted.

F. D. Morgan
Construction Engineer

By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachments

cc: General Files

RECEIVED
FORM E-123X 100M 4-62
MAY 23 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6147

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 22, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

ATTENTION: Mr. M. E. Bousha

Re: Telephone Line Adjustment
Jacksonville Grade-Jacksonville Section
Medford-Provolt Highway
Jackson County -- State Project

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State. You are hereby authorized to proceed with the work as of May 8, 1962. Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
C. H. Maison
W. W. Robertson
L. R. Chandler
Paul Barnhart

NOTED
G. S. PAXSON

RECEIVED
MAY 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

115-1093

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 21, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6082, awarded May 4, 1962, to M. C. Lininger & Sons for grading-oiling the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

cc: United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 22 1962
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 21, 1962

6082

M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6082, awarded May 4, 1962, for grading-oiling the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

JOSEPH W. SMITH, CHAIRMAN
JOHN C. VEATCH, WOODBURN
ROLLIN E. BOWLES, PORTLAND
GALLANT GREENOUGH, CRAWFORD
MAX WILSON, JOSEPH

RECEIVED
MAY 7 1962

FOR FILING
11E-1(6)
6C82

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

May 16, 1962

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. R. L. Porter

Dear Sir:

We refer you to your letter of May 3, 1962 wherein you have indicated a change in the box culvert gradient on the Jacksonville Grade section of the Medford-Provolt Highway.

We feel that the gradient reduction to 0.83 per cent will be satisfactory for fish passage and are pleased that it was possible to make this change.

Thank you for your cooperation in this respect.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R O Koski

R. O. Koski
Chief of Liberations

ROK:sm

RECEIVED
MAY 17 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 16 1962
FOR FILING

HANSEN & ROWLAND INC.

GENERAL AGENTS

SURETY BONDS · GENERAL INSURANCE

PUGET SOUND BANK BUILDING — PHONE MARKET 7-1161
TACOMA 1, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

"Since 1890"

HC-1082
6082

May 15, 1962

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Oregon State Highway Commission
Salem, Oregon

files

Re: Bond No. 64707 - M. C. Lininger & Sons
to State of Oregon - Grading and Oiling
Medford-Provolt Highway Cont. No. 6082

Gentlemen:

Enclosed herewith please find original and one copy of the above contract and bonds which have been executed by the contractor and by ourselves on behalf of United Pacific Insurance Company.

If you need anything further, please let us know.

Very truly yours

HANSEN & ROWLAND, Inc.

S. Grace
Surety Bond Department.

sg/Encs.

cc: M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

RECEIVED
MAY 16 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 9 1962
FOR FILING

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 8, 1962

M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6082, awarded May 4, 1962, for grading--oiling the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 22, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl

P.S. Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.

dc

cc: L. H. Young
L. R. Chandler
Res. Engineer
Frank Morgan

RECEIVED
MAY 15 1962
FOR FILING

May 4, 1962

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962 accepted your proposal for grading and oiling the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Highway in Jackson County for the sum of $82,798, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied, and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 6082.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc
cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 4, 1962
Salem, Oregon

M. C. Lininger & Sons
Medford, Oregon

Contract No. 6002 for Jacksonville Grade-Jacksonville Section of Medford-Provolt Highway, Jackson County, for which you submitted low bid on April 11, 1962 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Lee Gatlin
Files

RECEIVED
MAY 4 1962
FOR FILING

RSR
RSB CON 42 5-3-62 2155

CHANDLER

PLS TAKE WHATEVER STEPS ARE NECESSARY ON THE JACKSONVILLE GRADE BOX CULVERT TO PREVENT A DROPPOFF OR HOLE FROM DEVELOPING OAXXXX AT THE LOWER END WHICH WOULD INTERFERE WITH FISH MIGRATION.

KLABOE
DB4.

RECEIVED
MAY 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1962
FOR FILING

May 3, 1962

Mr. R. O. Koski
Oregon State Game Commission
1634 S. W. Alder Street
Portland 5, Oregon

Dear Mr. Koski:

Reference is made to your letter of April 20 which concerns the gradient of a proposed box culvert on the Jacksonville Grade section near the town of Jacksonville on the Medford-Provolt Highway.

In line with your comments we have found that we can reduce the grade in this proposed structure to 0.83 percent. We hope that this will be satisfactory to your Department.

Thank you for calling this to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
L. M. Chandler
J. H. Morgan

RECEIVED
MAY 4 1962
FOR FILING

115-1073

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1962

SUBJECT: Jacksonville Grade-Jacksonville Section

To: Mr. R. L. Porter
Ass't. State Highway Engineer

O F F I C E

A rough draft addressed to Mr. Koski of the Oregon Game Commission, in answer to his letter of April 20, 1962, is attached. We believe our plan to use a gradient of 0.83% for the box culvert to be installed will prove satisfactory to the Game Commission.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachment

cc: G. S. Paxson

RECEIVED
MAY 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1962
FOR FILING

Cross Referenced To:

LGMBNMRSM
LAG BND RSB CON 199 4-20-62 3:55

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

PARSON
SWIFT
CHANDLER

MR EDWARDS HAS ASSIGNED WALTER HALL TO HANDLE JACKSONVILLE GRADE-JACKSONVILLE CONTRACT (BIDS TAKEN APRIL 11). HE WILL ASSIGN SOMEONE ~~XXXXXXXXX~~ ELSE TO HANDLE FOSSIL-CLARNO JOB SCHEDULED FOR MAY 23.

PEASE
DBM.T.,.A.

Copies to
Mr Jarvis
Walker
4-24-62 jw

NOTED
TOM EDWARDS

RECEIVED
APR 16 1962
FOR FILING
115-1073
0.12

Copy forwarded to:
Adm
Cateteria
Section

April 13, 1962

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on April 13, 1962, accepted your bid in the amount of $82,798.00 for grading and oiling on Jacksonville Grade-Jacksonville Section of the Medford-Prevolt Highway in Jackson County, which was the low bid received for that job on April 11, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC

RECEIVED
APR 1 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1962

To: Mr. L. I. Lindas
Chief Counsel

O F F I C E

Attention: Mr. Joe Hershberger

SUBJECT: Pacific Power & Light Co.
Power Line Adjustment
Jacksonville Grade-Jacksonville Section
Medford-Provolt Highway
Jackson County

Bids are to be opened on this project on April 11, 1962. Power poles owned by the Pacific Power & Light Company, 216 West Main Street, Medford, Oregon, are in conflict with the proposed construction in the following locations and must be adjusted:

A power pole right of Station 381+44.

A power pole left of Station 390+81.

A power pole left of Station 393+37.

A power pole left of Station 423+67.

All of the above conflicts are located on public roadway right of way.

It is the obligation of the company to make the necessary adjustments when located on public roadway right of way without reimbursement.

In view of the above, it is recommended that the company be notified to proceed with the work in the near future.

Mr. W. W. Robertson, 1071 Biddle Road, Medford, Oregon, is the Resident Engineer.

Mr. Robert Lammert is D.M.S. for District 3C.

F. D. Morgan
Construction Engineer

By T W Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
APR 1 1962
FORM E-SOH—50M—6-61—36682
FOR FILING
115-1093

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1962

To: Mr. L. I. Lindas
Chief Counsel

O F F I C E

Attention: Mr. Joe Hershberger

SUBJECT: Pacific Northwest Bell Tel. Co.
Telephone Line Adjustment
Jacksonville Grade-Jacksonville Section
Medford-Provolt Highway
Jackson County

Bids are to be received on this project on April 11, 1962. A telephone line owned by the Pacific Northwest Bell Telephone Company, 410 N.E. Clackamas Street, Portland 12, Oregon, is in conflict with the new construction in the following locations:

A telephone pole left of Station 350+83 located on public roadway right of way.

A telephone pole left of Station 366+60 located on public roadway right of way.

A telephone pole left of Station 372+59 located on public roadway right of way.

A telephone pole left of Station 385+19 located on private property without a recorded easement.

A telephone pole left of Station 388+43 located on private property without a recorded easement.

Telephone lines contacted on power lines left of Stations 390+81, 393+37, and Station 423+67, all of which are on public roadway right of way.

It is the obligation of the company to adjust their facilities located on public roadway right of way without reimbursement.

It is the obligation of the State to reimburse the company the cost of adjusting their facilities on private property.

NOTED

In view of the above, it is recommended that the company be requested to prepare and submit an estimate and sketch map of the reimbursable work in accordance with PPM 30-4. The State will then obtain the authority to proceed with the work and will notify the company when such authority is received.

Mr. W. W. Robertson, 1071 Biddle Road, Medford, Oregon, is the Resident Engineer.

Mr. Robert Lammert is D.M.S. for District 3C.

F. D. Morgan
Construction Engineer

By T W Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson

RECEIVED
FOR FILING

Cross Referenced To:
Adm
Ltr to Comm
Jacksonville

March 7, 1962

Mr. H. P. Bosworth, Jr.
Route 1, Box 62
Jacksonville, Oregon

Dear Mr. Bosworth:

Reference is made to your letter of March 1 addressed to Mr. Glenn L. Jackson, concerning improvements to the Medford-Provolt Highway in the vicinity of Jacksonville.

We realize that there is a considerable amount of work necessary on this highway before it can be considered as entirely adequate. Unfortunately, our funds are quite limited, and we have selected the unit immediately west of Jacksonville as the point where our limited funds can do the most good. The so-called Jacksonville Hill has an asphalt wearing surface. This type of surfacing has a tendency to bleed during hot weather, causing the surface to be rather slick. During the summer when the weather conditions are right, we intend to run our burner over the pavement to remove excess asphalt, which should materially increase the skid resistance.

I appreciate your concern in this matter and assure you that we will do what we can with the funds available to improve the condition.

Very truly yours,

Forrest Cooper
State Highway Engineer

GSP:ms me

cc Mr. Glenn L. Jackson
Mr. G. S. Paxson
Mr. Tom Edwards

Route 1, Box 62
Jacksonville, Oregon
March 1, 1962

Mr. Glenn L. Jackson
Member, Oregon State Highway Commission
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

This letter is being addressed to you as a member of the Oregon State Highway Commission with the request that it be routed to the proper individuals or department responsible for planning the improvements on State Highway #238 westerly from Jacksonville. As a resident of the Applegate Valley, with my business activities in Medford, it is necessary for me to travel this road daily during the week, and frequently on Saturdays and Sundays.

The following item appeared on page one of the Medford Mail Tribune, issue of Wednesday, February 28, 1962:

"Funds Available for Road Improvement

Applegate - Approximately $100,000 is allocated for the widening, realignment and resurfacing of the Jacksonville highway from Jacksonville west for 1½ miles, area residents were told last night by state highway officials.

The route is being surveyed now, it was reported at the meeting in the Applegate. Approximately 12 people from the Applegate area, three members of the state highway department and County Commissioner Edwin Taylor attended the meeting.

Taylor noted that traffic estimates showed five school busses traveled the highway twice a day, plus numerous logging and cattle trucks.

Residents of the area had complained the road was dangerously narrow and twisting."

The conditions noted in this item are correct, but I feel that perhaps a more dangerous condition exists for eastbound traffic traveling down the so-called "Jacksonville Hill" which is directly west of the stretch of highway for which improvement is contemplated.

The greater portion of the Jacksonville Hill has a northerly exposure and if there is ever snow, ice, frost or other conditions which tend to produce a "slick" pavement between Jacksonville and Ruch it is on this particular stretch of the highway. It is my personal opinion, which of course could be checked against the records of the Oregon State Police Department, that there are probably more accidents on the "Jacksonville Hill" section of the highway than on any other equal stretch between Jacksonville and Ruch.

Parson
What does he want?

On Friday, February 23, shortly after noon, my wife was driving from our home towards Medford and had followed a logging truck for a distance of approximately one mile, both as she approached and left the summit of the hill. At the time the pavement was icy and a sudden freak snow and hail storm was in progress. Although she was traveling slowly, she apparently touched her brakes, with the result that her car turned end over end twice on the pavement and came to rest on its wheels. Had it not been for the two-foot high shoulder which had thoughtfully been placed on the outer bank, the car would have dropped approximately 75 feet, as the car actually hit the shoulder at two points. Fortunately, my wife suffered only bumps, bruises and a slight concussion, although the car was a total wreck. According to news releases, there were two other accidents in the near vicinity on the same day.

This morning there was a general snow storm in progress, with approximately two inches of snow on the ground at my home on the Applegate when I left at 7:30 A.M., and approximately the same amount in Medford when I arrived at 8:00 A.M., with a somewhat greater amount, possibly three or four inches, on the summit of the Jacksonville Hill. As I descended the hill in low gear I could not hold the rear end of the car in line with the front end. This same difficulty had been experienced to a greater extent by others, as there were three cars in the ditch on the inside of the road and one car near the outer bank which had completely turned around and was headed in the opposite direction on the wrong side of the road.

The State Highway Department apparently recognizes the hazard of Jacksonville Hill as gravel is spread on the hill when it is apparently considered necessary. Through no fault of the operators, the gravel is sometimes spread too late, and sometimes in insufficient quantity. Usually the uphill track receives treatment first, which leaves the downhill lane (which possesses the greater hazard) unprotected. This is a purely temporary and costly method of handling the situation.

It is my request that in connection with the 1962 construction program consideration be given to some method of permanently "roughing" the surface of Jacksonville Hill in the interest of safety.

It is my personal opinion that the second greatest hazard between Jacksonville and Ruch occurs in the immediate vicinity of the Forest Creek Bridge. I have personally seen at least four or five accidents within a hundred yards of the bridge during the past two and one-half years. Correction at this point would probably require the relocation of the bridge so as to place it generally in line with both approaches.

I can assure you and the other members of the Highway Commission that any improvements whatsoever in the highway between Jacksonville and Ruch will be very much appreciated. The use of this highway has increased greatly during the past few years and will continue to

increase at such a rate that within the near future practically a complete rebuild will be required in the interest of safety and in order to adequately serve the traveling public.

Very truly yours,

H. P. Bosworth, Jr.

HPBiecg

R·148

4.8 Mi.
Unit 2

1.4 Mi.
Unit 1

Creek

Poorman

Forest

Bishop Cr

China Rd.

To Watkins

RUCH

0.8 Mi.
Unit 4

0.8 Mi
Unit 5

1.2 Mi.
Unit 3

Jackson Cr.

JACKSONVILLE

Doorman Cr

R.3W.
R.2W.

OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

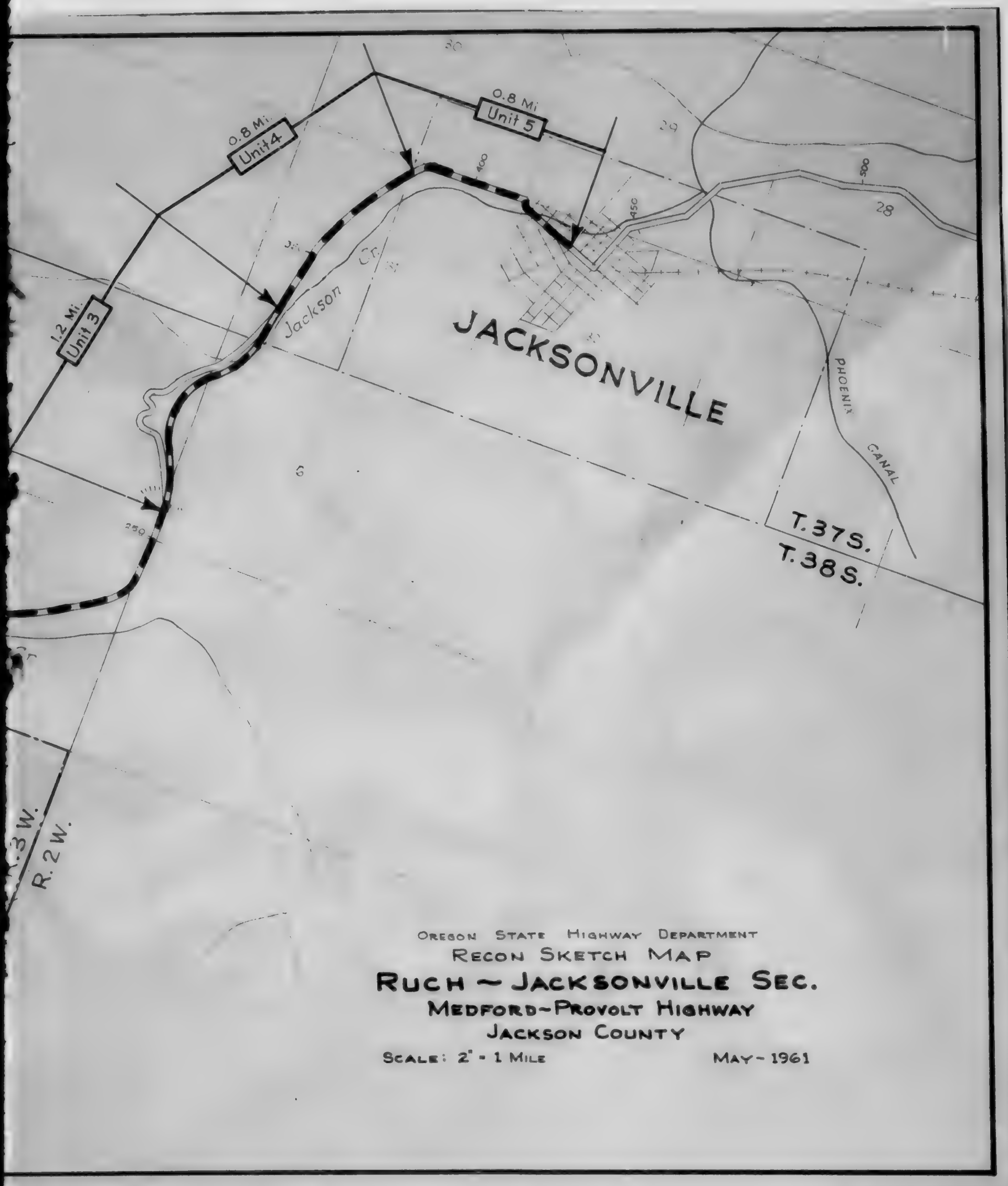
RUCH — JACKSONVILLE SEC.

MEDFORD-PROVOLT HIGHWAY

JACKSON COUNTY

SCALE: 2" = 1 MILE

MAY - 1961



OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

RUCH ~ JACKSONVILLE SEC.

MEDFORD-PROVOLT HIGHWAY

JACKSON COUNTY

SCALE: 2" = 1 MILE

MAY - 1961

FORM E-180-X 8M 8-61

COMMISSIONERS
M. K. MOIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

Cross Referenced To:
Adm
Statewide
Jackson

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 23, 1962

City of Jacksonville
City Hall
Jacksonville, Oregon

Attention: Mr. Albert Hackert

Re: Preliminary Plan & Profile Sheets
Jacksonville Grade-Jacksonville Section
Medford-Provolt Highway
Jackson County

Gentlemen:

We are sending to you under separate cover a set of the preliminary plan and profile sheets of this section. Our present tentative schedule calls for the opening of bids on this section on April 11, 1962.

It is the obligation of the State to reimburse the City for the adjustment of City facilities, as stipulated in the agreement with the City. If you have reimbursable facilities, please prepare an estimate and sketch map for the work in accordance with the City agreement and PPM 30-4. This estimate and sketch map should be retained by you until the reduced construction plans and profile sheets are received and checked for differences. It is to be submitted to the Construction Engineer when requested by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. R. Chandler

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. RIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 21, 1962

Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Attention: Mr. Tom Ness

Preliminary Plan and Profile Sheets
Jacksonville Grade-Jacksonville Section
Medford-Provolt Highway
Jackson County

Gentlemen:

We are sending to you under separate cover a preliminary set of the plan and profile sheets of this section. Our present tentative schedule calls for the opening of bids on this section on April 11, 1962.

It is the obligation of the State to reimburse the company for the cost of adjusting its facilities on private property. If you have such facilities, will you please prepare an estimate and sketch map for the work in accordance with PPM 30-4. This estimate and sketch map should be retained by you until the reduced construction plan and profile sheets are received and checked for differences. It should be submitted to the Construction Engineer when requested by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

cc Pacific Power & Light Co.
Public Service Building
Portland 4, Oregon
Attention: Mr. R. H. Sallee

FWS:fp
cc G. S. Paxson
R. L. Porter
L. R. Chandler

RECEIVED
FEB 22 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

11E-1093

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 21, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland 12, Oregon

Attention: Mr. M. E. Bousha

Preliminary Plan and Profile Sheets
Jacksonville Grade-Jacksonville Sec.
Medford-Provolt Highway
Jackson County

Gentlemen:

We are sending to you under separate cover a preliminary set of the plan and profile sheets of this section. Our present tentative schedule calls for the opening of bids on this section on April 11, 1962.

It is the obligation of the State to reimburse the company for the cost of adjusting its facilities on private property. If you have such facilities, will you please prepare an estimate and sketch map for the work in accordance with PPM 30-4. This estimate and sketch should be retained by you until the reduced construction plan and profile sheets are received and checked for differences. It should be submitted to the Construction Engineer when requested by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

FWS:fp

cc G. S. Paxson
R. L. Porter
L. R. Chandler

RECEIVED
FEB 21 1962
OFFICE OF
STATE HIGHWAY ENG

RECEIVED
FEB 26 1962
FOR FILING
12-1423

February 21, 1962

Mrs. Grover T. Mulkey, Secretary
Jackson County Farm Bureau
Route 1, Box 262
Gold Hill, Oregon

Dear Mrs. Mulkey:

Mr. Query, Secretary to the Oregon State Highway Commission, has referred to this office your letter of February 8 advising of the action of the Jackson County Farm Bureau.

I can appreciate your concern in getting further improvement to the highway west of Jacksonville. You undoubtedly realize how meager are the funds for improvement of any of our highways which are not on the Interstate Highway System. It is only by deferring other work which is urgently needed around the state that we were able to obtain the money for the improvement which we now have programmed on this highway. We are quite familiar with the needs of this facility and will keep it in mind when we can find additional funds.

I assure you we appreciate the interest of your organization and thank you for writing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper
Mr. Floyd Query

RECEIVED
FEB 15 1962
FOR FILING

Cross Referenced To:
adm
Petitions
Jackson

February 14, 1962

Mrs. Grover T. Mulkey, Secretary
Jackson County Farm Bureau
Route 1, Box 262
Gold Hill, Oregon

Dear Mrs. Mulkey:

This is to acknowledge your letter of February 8 in which you state that the people along Highway 238 are asking additional funds for improvement of this highway above the amount authorized by the Commission at its November 15, 1961 meeting.

In connection with improvement to this highway in and near Jacksonville, a request has been received for a public hearing. When the date for the hearing is known, I will be pleased to advise you.

A copy of your letter is being forwarded to Mr. Forrest Cooper, State Highway Engineer, for his information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: Forrest Cooper

JACKSON COUNTY FARM BUREAU
Rt. 1 Bx. 262
Gold Hill, Oregon

February 8, 1962

State of Oregon Highway Department
Salem, Oregon:

Attention: Floyd Query

Gentlemen:

Your letter of December 19, 1962 in regard to the Ruch, Jacksonville highway 238 has been considered. Those persons concerned are asking additional funds to the 90,000 mentioned in your letter.

A meeting is to be held in Jacksonville in the immediate future and no doubt your office will receive more information after this meeting.

Yours very truly,
Mrs. Grover T. Mulkey
Mrs. Grover T. Mulkey
Secretary

RECEIVED
FEB 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 19 1961
FOR FILING
HS-1092
6103

Cross Reference To:
Adm
Petition
Jackson Co.

December 19, 1961

Jackson County Farm Bureau
Rt. 1, Box 262
Gold Hill, Oregon

Attention: Mrs. Grover T. Mulkey
Secretary

Gentlemen:

We have received a copy of a resolution adopted by the Jackson County Farm Bureau requesting improvement of Highway 238 from Jacksonville to Ruch. A copy of this resolution letter is being forwarded to the State Highway Engineer.

It might be of interest to you to know that on November 15, 1961, the State Highway Commission authorized the expenditure of $90,000 for widening and straightening a section of the Medford-Provolt Highway westerly from Jacksonville. It may be that this is the same section of highway to which your resolution refers.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. Forrest Cooper

FQ:fp

JACKSON COUNTY FARM BUREAU
Rt. 1 Bx. 262
Gold Hill, Oregon

December 15, 1961

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

The Upper Applegate Farm Bureau Center would like to submit this approved resolution to the Oregon State Highway Department;

> That highway 238 from Jacksonville to Ruch in the county of Jackson in the state of Oregon be straightened, widened and otherwise improved.

It is our opinion that the automobile and truck traffic warrants the improvement of this highway.

Increased logging operations and a greater number of commuters have added to the use of the road.

The residents in the area are ever increasing and a large percent work in town.

The problem of a narrow road with many turns is a dangerous condition to all traffic traveling it each day.

We would appreciate your consideration and subsequent approval of this resolution.

Original signed by president
Martin S. Grier
vice president Fred West
Resolution approved by Jackson County Farm Bureau.

Mrs. Elmer T. Mulkey
Secretary

RECEIVED
DEC 18 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 13 1961
FOR FILING

November 9, 1961

Oregon State Highway Commission

Gentlemen:

You recently requested that we make a study of the Medford-Prevolt Highway immediately westerly of the town of Jacksonville to see what could be done, short of a major reconstruction project, to improve the traffic conditions on the first two or three miles of this road.

I have had this study made and find that a substantial improvement can be had by the device of an equipment rental type project, similar to projects of this nature that have been done on the Crater Lake Highway in Jackson County. It is estimated that for the sum of $55,000 a substantial widening and straightening project can be had, which would include the construction of a new structure across Jackson Creek in the town of Jacksonville to eliminate an extremely sharp curve at that point.

In addition to the above cost, it would be necessary to place some base surfacing and some type of a wearing course, which I believe can be done out of our rock production funds. This would probably cost in the vicinity of $35,000.

It is my recommendation that you approve proceeding in this manner and approve the expenditure of $90,000 for this improvement.

This matter will be on the agenda for your consideration at the December 8 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

RECEIVED
NOV 8 1961
FOR FILING

Cross Reference to:
Adm
Petitions
Jackson Co.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1961

SUBJECT:

To:
Mr. Victor D. Wolfe
Administrative Assistant
BUILDING

Attached find letter from Robert J. Carstensen, County Engineer, Jackson County, asking questions about plans on the Jacksonville-Ruch Section. Since you are familiar with the betterment project being planned and, in fact, are handling the project from Jacksonville to Jacksonville Hill, it appears that you should answer this letter.

The Daisy Creek project is under study, money has been programmed, a final plan will be selected shortly and work will proceed.

We have no funds to extend the one-way couplet in Medford at this time.

Tom Edwards
Construction Engineer

TE:fp

Enc.

cc Forrest Cooper
F. D. Morgan

NOTED

RECEIVED
NOV 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

November 1, 1961

Mr. Frank Morgan
District Engineer
Oregon State Highway Department
District Office
Roseburg, Oregon

Dear Frank:

I have been requested to make a report on any proposed or anticipated work which the Highway Department has planned for Highway 238 between the Medford city limits and the Town of Ruch.

A year or so ago the Highway Department had plans to do some work on this route in the vicinity of Daisy Creek; also the one-way couplet in Medford at one time, I believe, was proposed to be extended westward toward Jacksonville. What is the status of either of these projects? Have any monies been appropriated or set aside by the Highway Commission for either of these projects? Have any plans been formulated for any work on this route between Jacksonville and Ruch?

I would appreciate very much hearing from you concerning this before Friday the 10th of November if possible. Thank you very much.

Very truly yours,

Robert J. Carstensen
County Engineer

RJC:cp

RECEIVED
OCT 26 1961
FOR FILING
Const
R/W
Medford-Provolt Hwy.

Salem, Oregon
October 18, 1961

Ruch-Jacksonville Section
Medford-Provolt Highway
Jackson County

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Pursuant to your instructions, on October 6 Frank Morgan and I, accompanied by Jack McCormick, went over the Ruch-Jacksonville Section of the Medford-Provolt Highway in detail to determine what could be done short of a major overhaul to make this an adequate facility for some considerable time to come.

Per the attached map, Units 1 and 2, a length of 6.2 miles, is a 20-foot oil mat surfacing with an occasional area which has shoulders. Maintenance forces are chewing at the shoulder areas whenever a crew is available. This section, while narrow, is not what I would consider critical. It is estimated that $15,000 to $20,000 Minor Betterment would permit Maintenance forces to do the necessary widening toward a future overlay project.

Unit 3, 1.2 miles, is a completely adequate section, having been rebuilt quite recently.

Units 4 and 5, a total of 1.6 miles, is a completely inadequate section. It is in a narrow canyon, 20-foot wide oil mat with no shoulders whatsoever. Further, there is a narrow bridge just inside the city limits of Jacksonville which is on sharply reversing curvature. This structure could be replaced just upstream with a prefabricated deck slab type structure, which, with the purchase of a minor amount of right of way, would improve this bad alignment.

These two units could be widened by excavating and side casting, widening on the inside of the curves, etc., which I believe would give alignment that would be satisfactory for some time to come.

It is estimated that the cost of the surfacing and overlay and the structure would be $50,000 to $60,000, and the necessary widening, an additional $50,000 to $60,000. This would give a 22-foot top width with 3- to 4-foot shoulders.

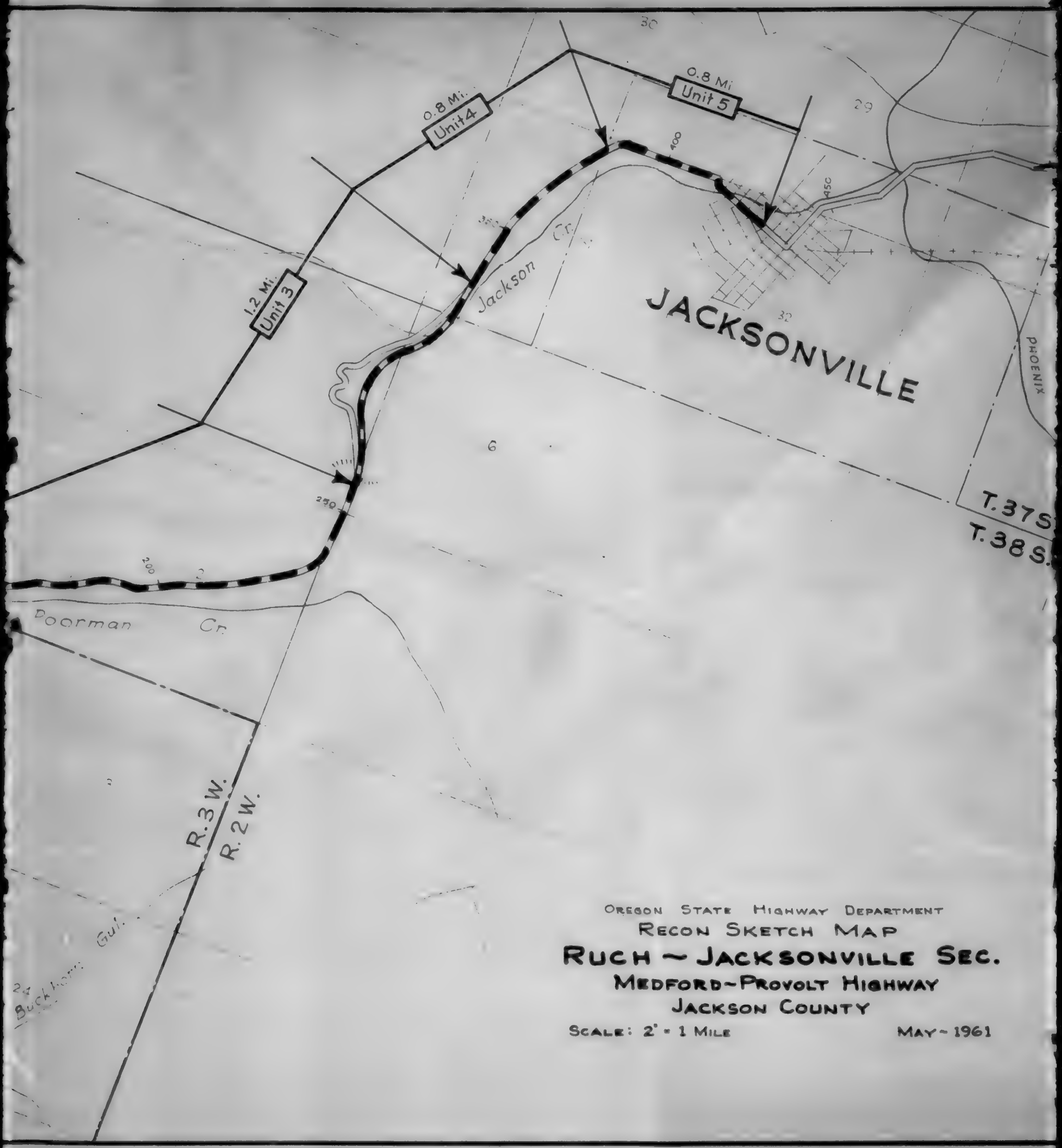
I believe that should such a project be undertaken, we could gracefully live with this section.

Victor D. Wolfe
Administrative Assistant

VDW:ms
Attach. cc Mr. Frank Morgan

R-148

4.8 Mi.
Unit 2
1.4 Mi.
Unit 1
Creek
Forest
Poorman
China Gul.
China Rd.
To Watkins
RUCH
Bishop Cr
Buckhorn Gul.
28
23
14
11
3



OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

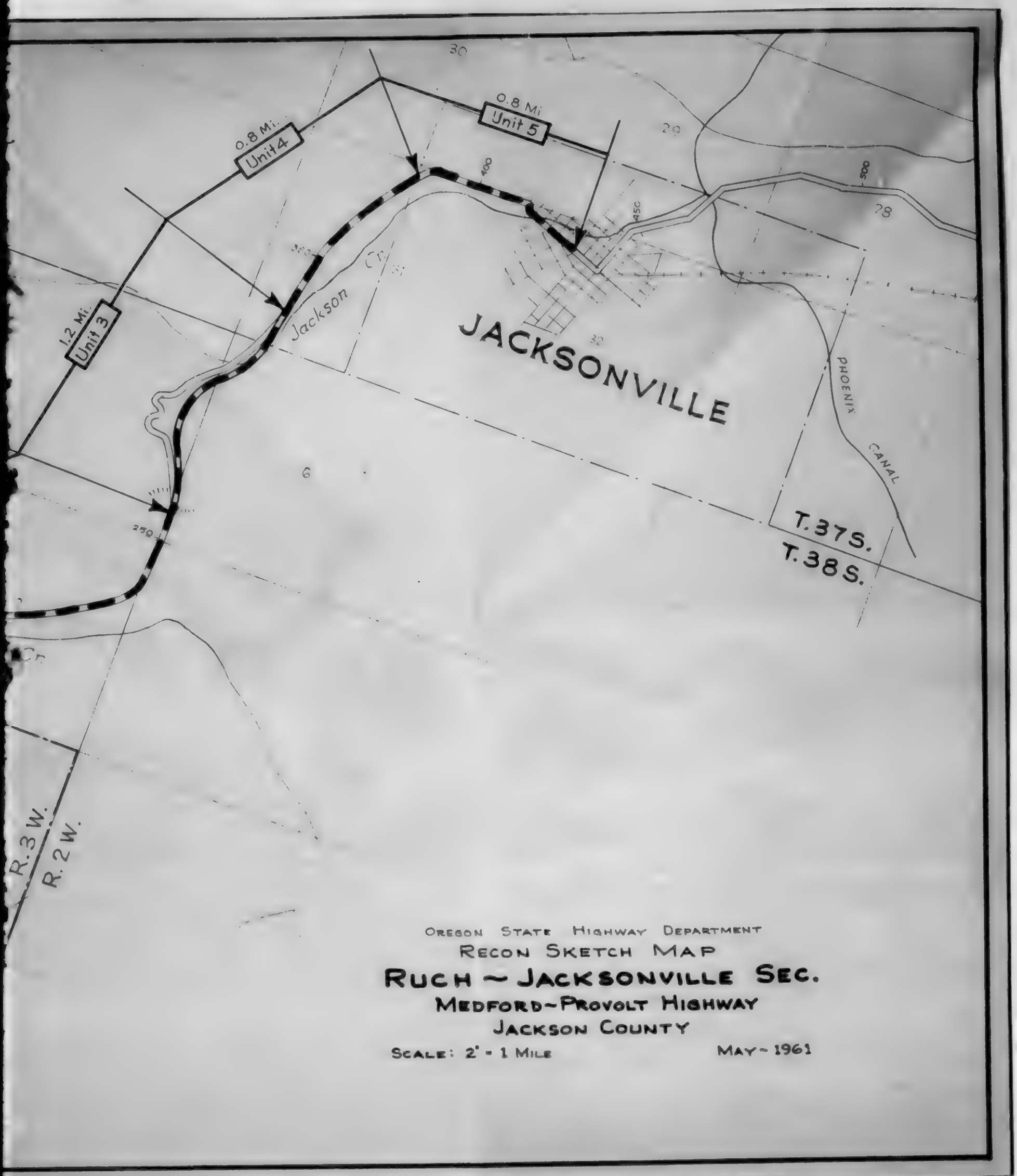
RUCH ~ JACKSONVILLE SEC.

MEDFORD-PROVOLT HIGHWAY

JACKSON COUNTY

SCALE: 2" = 1 MILE

MAY ~ 1961



OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

RUCH ~ JACKSONVILLE SEC.

MEDFORD-PROVOLT HIGHWAY

JACKSON COUNTY

SCALE: 2" = 1 MILE

MAY ~ 1961

RECEIVED
NOV 1 1961
FOR FILING

Cross Referenced To:
Adm
Maintenance
Jackson Co

US-1073

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1961

SUBJECT: Ruch-Jacksonville Section
Medford-Provolt Highway
Jackson County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Pursuant to your instructions, on October 6 Frank Morgan and I, accompanied by Jack McCormick, went over the Ruch-Jacksonville Section of the Medford-Provolt Highway in detail to determine what could be done short of a major overhaul to make this an adequate facility for some considerable time to come.

Per the attached map, Units 1 and 2, a length of 6.2 miles, is a 20-foot oil mat surfacing with an occasional area which has shoulders. Maintenance forces are chewing at the shoulder areas whenever a crew is available. This section, while narrow, is not what I would consider critical. It is estimated that $15,000 to $20,000 Minor Betterment would permit Maintenance forces to do the necessary widening toward a future overlay project.

Unit 3, 1.2 miles, is a completely adequate section, having been rebuilt quite recently.

Units 4 and 5, a total of 1.6 miles, is a completely inadequate section. It is in a narrow canyon, 20-foot wide oil mat with no shoulders whatsoever. Further, there is a narrow bridge just inside the city limits of Jacksonville which is on sharply reversing curvature. This structure could be replaced just upstream with a prefabricated deck slab type structure, which, with the purchase of a minor amount of right of way, would improve this bad alignment.

These two units could be widened by excavating and side casting, widening on the inside of the curves, etc., which I believe would give alignment that would be satisfactory for some time to come.

It is estimated that the cost of the surfacing and overlay and the structure would be $50,000 to $60,000, and the necessary widening, an additional $50,000 to $60,000. This would give a 22-foot top width with 3-to 4-foot shoulders.

I believe that should such a project be undertaken, we could gracefully live with this section.

Victor D. Wolfe
Administrative Assistant

VDW:ms
Attach.
cc Mr. Frank Morgan

RECEIVED
OCT 9 1961
FOR FILING
115-1093
6082

Salem, Oregon
October 9, 1961

Jacksonville-Ruch Section
Medford-Provolt Highway

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Pursuant to your instructions, the past week Mr. F. D. Morgan and I investigated the Medford-Provolt Highway between Jacksonville and Ruch with the thought in mind of some minor betterment.

I am prepared to report orally on this subject, with a follow-up memo to the files.

Victor D. Wolfe
Administrative Assistant

VDW:ms

RECEIVED
JUN 22 1961
FOR FILING
165-1093
6-80

Cross Referenced To:
Adm
Petitions
Jackson Co

June 6, 1961

Honorable Earl M. Miller
County Judge, Jackson County
Jackson County Courthouse
Medford, Oregon

Dear Judge Miller:

During April, 1961, letters were received from the Jackson County Court and from Mr. L. B. Mayfield, Superintendent of the Medford Public Schools requesting improvement of the Medford-Provolt Highway between Ruch and Jacksonville. A petition was also received signed by a considerable number of residents urging improvement of this section.

These requests were investigated, and it was found that it would cost approximately $1,100,000 to improve the section covered by the requests. Average daily traffic for the section was found to be 1,300 vehicles and the accident rate was found to be substantially below the State average for rural roads on the Secondary System.

The project is desirable, but as there are no funds available at this time, the Commission instructed that the interested persons be advised that consideration must necessarily be deferred.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rv

cc: L. B. Mayfield, Superintendent, Medford Public Schools
Bruce J. Manley, Route 1, Box 60, Jacksonville, Oregon

Mr. Manley: This letter is directed to you as your name appears at the top of the petition submitted concerning this project.

RECEIVED
MAY 10 1961
FOR FILING
Dent
Rice
Medford-Provolt Sec.

May 9, 1961

Oregon State Highway Commission

Gentlemen:

The Highway Commission received a letter dated April 6 from Mr. L. B. Mayfield, Superintendent of the Medford Public Schools, in which request was made for improvement of Highway 238, the Medford-Provolt Highway, in Jackson County between Ruch and Jacksonville. A letter on the same subject dated April 6 was received from Judge Earl M. Miller, representing the Jackson County Court, and also petitions bearing a substantial number of signatures have been received.

The average daily traffic on this section is 1,300, and the accident rate is substantially below state average for rural roads on the secondary system. A rough estimate has been made which indicates that the cost of the requested improvement would be approximately $1,100,000.

While this improvement, as well as others, would be desirable, I cannot see where funds could be made available at this time; therefore, I recommend that the interested parties be told that the project will have to be considered at a later date when finances are available.

The matter will be on the agenda at the May 26 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn ae

FORM E-30 90M 2-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1961

SUBJECT: Medford-Provolt Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
B U I L D I N G

Pursuant to your Memo to the File dated April 14th re a request for improvement of the Medford-Provolt Highway, I have had our Recon Section prepare a rough estimate for improvement of this section.

The total estimate is $1,454,000. This includes adding a climbing lane on the Jacksonville grade section which was rebuilt in 1954. Current traffic on this section is in the neighborhood of 1,500 ADT and any work on this section could be dispensed with for the moment. This would then result in an estimate of $1,106,000 to improve the section requested and covered by the petition.

Tom Edwards
Construction Engineer

TE:jw

Attach.

NOTED
FORREST COOPER

RECEIVED
MAY 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 60M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1961

SUBJECT: Ruch-Jacksonville
Medford-Provolt Highway
Jackson County

To: Mr. Tom Edwards
Construction Engineer
O f f i c e

Estimates have been prepared for improvement of the Medford-Provolt Highway between Ruch and Jacksonville in Jackson County. These costs were determined by using field data from the 210 Needs Study in conjunction with available maps. No field observation was made by this section.

Length of the proposed improvement is 9.0 miles with the westerly terminus at China Road junction (east end of the China Gulch-Copper Road Unit completed in 1957) approximately 1.4 miles west of Ruch and the easterly terminus at Second Street in Jacksonville. Improvement generally will consist of minor realignment and widening of the present roadway to an adequate standard. 1980 ADT varies from 1,200 west of Ruch to 3,300 at the west city limits of Jacksonville and, under current standards, the Class "C" section would suffice (12-foot lanes with 8-foot shoulders). Estimated cost for improvement of the 9.0 miles is $1,454,000; this estimate has been segregated into individual units as follows:

UNIT 1 - CHINA ROAD-RUCH UNIT

Grade and Pave	$162,000	
Structure	20,000	
Right of Way	5,000	
Est. Const. Cost	$187,000	(1.4 miles)

The structure shown involves the replacement of an existing wood bridge over Forest Creek; this existing bridge has a horizontal clearance of 26.5 feet on a 40-foot span and was constructed in 1954. Cost can be deleted if bridge is considered adequate. Existing pavement through the unit is an O-9 oil mat (18 feet wide) and is assumed to be non-salvageable. Realignment is not necessary.

UNIT 2 - RUCH-POORMAN CREEK UNIT

Grade and Pave	$552,000	
Structure	15,000	
Right of Way	14,000	
Est. Const. Cost	$581,000	(4.8 miles)

The structure cost shown in this unit involves the replacement of an existing wood bridge over Poorman Creek. This existing bridge has a horizontal clearance of 21 feet on a 20-foot span and was constructed in 1932 and redecked in 1938. Existing pavement through the unit is asphaltic concrete and is assumed to be utilized wherever possible; about 50 per cent of this unit will involve minor realignment.

UNIT 3 - POORMAN CREEK-MISSOURI GULCH (JACKSONVILLE GRADE UNIT

Grade and Pave	$344,000	
Structure	---	
Right of Way	4,000	
Est. Const. Cost	$348,000	(1.2 miles)

This unit was rebuilt in 1954 with 20 feet of asphaltic concrete pavement having 4-foot shoulders. Improvement will involve widening to current standards and introduction of a climbing lane (present ADT through this unit is 1,600; 1980 ADT is 3,300). If a climbing lane is not desired, widening only to current standards will cost $218,000.

UNITS 4 and 5 - MISSOURI GULCH-JACKSONVILLE (2nd STREET)

	Unit 4	Unit 5
Length, Miles	0.8	0.8
Grade and Pave	$166,000	$153,000
Structure	---	15,000
Right of Way	2,000	2,000

Est. Const. Cost $168,000 + $170,000 = $338,000 (1.6 miles)

The structure cost shown involves replacement of an existing bridge over Jackson Creek. This bridge has a horizontal clearance of 21 feet on a 20-foot span and was constructed in 1920 and redecked in 1939. Existing pavement through both units is an O-9 oil mat (18 feet wide with 2-foot shoulders) and cannot be salvaged. Realignment will be necessary through most of these two units. It should be pointed out that Unit 4 involves construction outside Jacksonville city limits and Unit 5 involves construction within Jacksonville.

Unit costs for the above estimates were derived from average bid prices (1960) and checked by the Cost Section. Surfacing design was based on previous construction in this area as follows: 3½ inches of asphaltic concrete on 14 inches of base and leveling. Right of way costs are based on the 210 Needs Study.

A sketch map is attached reflecting the limits of the

the individual units discussed above.

J. E. Morelock
Chief Locating Engineer

By William H. Tebeau

William H. Tebeau
Reconnaissance Designer

WHT:jw

Attach.

E-148

Unit 3	Len
Grade & Pave	$ 34
Structure	
R/W	
Est. Const. Cost	$ 34

Unit 2	Length-4.8 mi.
Grade & Pave	$ 552,000
Structure	15,000
R/W	14,000
Est. Const Cost	$ 581,000

Unit 1	Length-1.4 mi.
Grade & Pave	$ 162,000
Structure	20,000
R/W	5,000
Est. Const Cost	$ 187,000

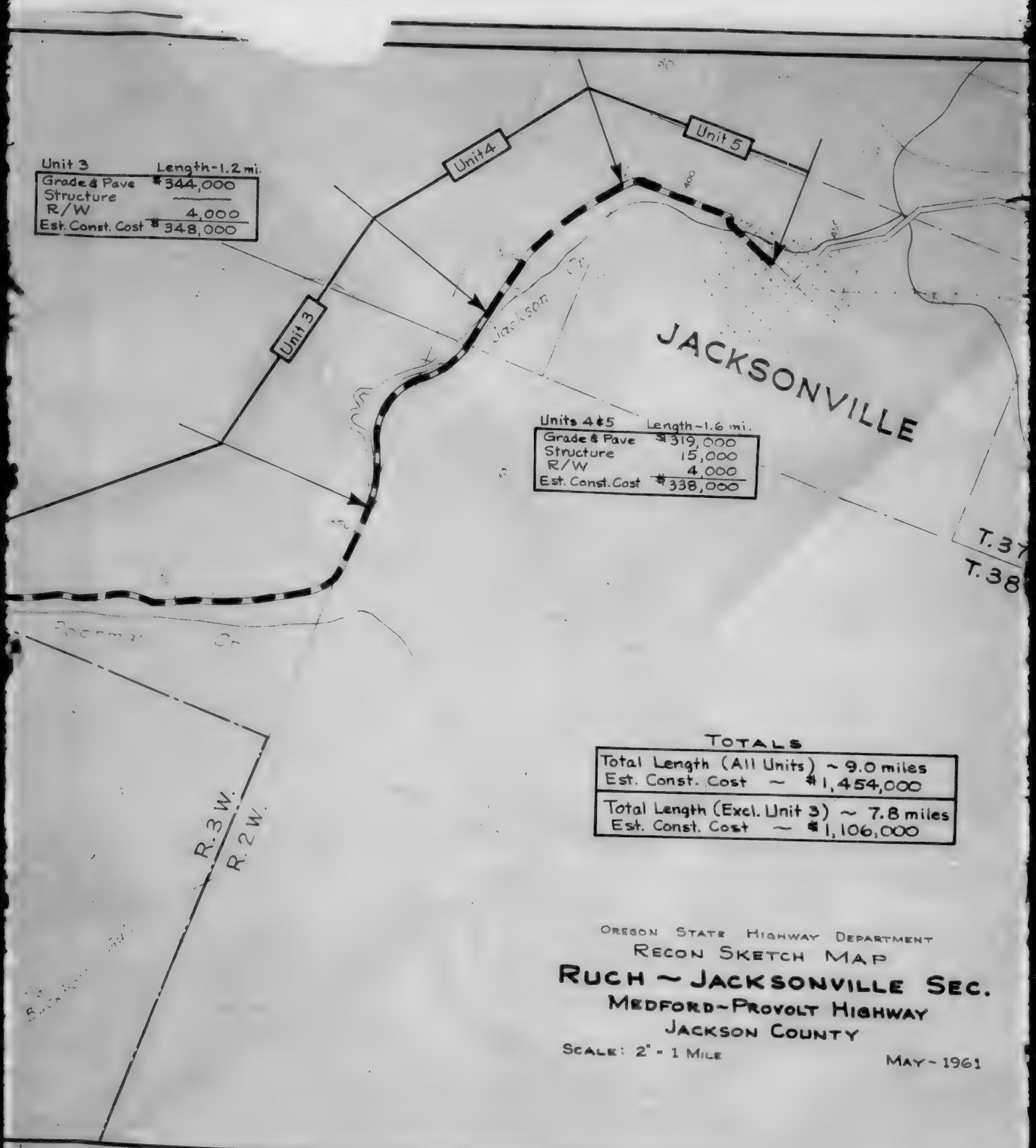
Unit 1

Unit 2

China Rd.

To Watkins

RUCH



TOTALS

Total Length (All Units)	~ 9.0 miles
Est. Const. Cost	~ $1,454,000
Total Length (Excl. Unit 3)	~ 7.8 miles
Est. Const. Cost	~ $1,106,000

OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

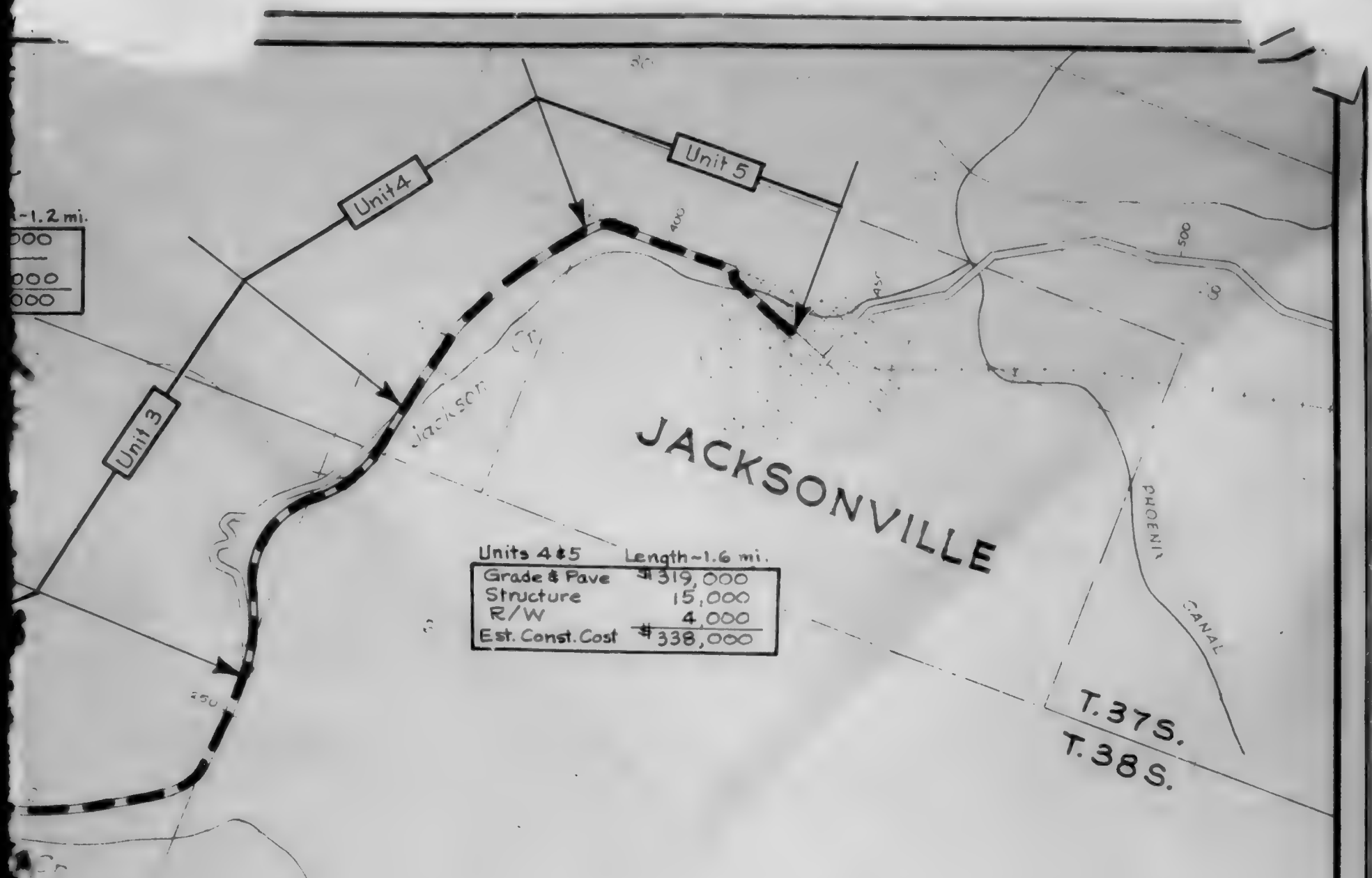
RUCH ~ JACKSONVILLE SEC.

MEDFORD-PROVOLT HIGHWAY

JACKSON COUNTY

SCALE: 2" = 1 MILE

MAY ~ 1961



TOTALS

Total Length (All Units)	~ 9.0 miles
Est. Const. Cost	— $1,454,000
Total Length (Excl. Unit 3)	~ 7.8 miles
Est. Const. Cost	— $1,106,000

OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

RUCH ~ JACKSONVILLE SEC.

MEDFORD ~ PROVOLT HIGHWAY

JACKSON COUNTY

SCALE: 2" = 1 MILE

MAY ~ 1961

RECEIVED
APR 19 1961
FORM E-20 50M 7-60 20395
FOR FILING

115-1093

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1961

SUBJECT: Requests for improvement of Medford-Provolt Highway

To: MEMO TO FILE:

Petitions bearing a substantial number of names, a letter from the Medford Public School System (L. B. Mayfield), and a letter from the County Judge of Jackson County have been handed to Commissioner Jackson, all asking for improvement of the Medford-Provolt Highway to the vicinity of Ruch.

The Construction Division will furnish a cost estimate, which will include right of way, to me for further action.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards

JACKSON COUNTY COURT

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

April 6, 1961

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

The Medford-Provolt Highway #238 is fast becoming a more popular and necessary highway artery in Jackson County for increasing traffic loads.

The County Court would like to again bring to the State Highway Commissions attention the need for better alignment, additional widening and surfacing. The sections just west of Jacksonville connecting to that improved part on Jacksonville Hill and west from the improved sections to the junction at Ruch is narrow and with many curves which should be realigned and widened to meet the needs of safety and increased usage.

It is in the best interest of all who traverse Highway 238 that the County Court of Jackson County bring this to your attention for your consideration.

Very truly yours,

Earl M. Miller

Earl M. Miller
County Judge

BOARD OF DIRECTORS
EDWARD BRANCHFIELD, CHAIRMAN
OTTO EWALDSEN
KEITH HOCKERSMITH
FRANK C. BASH
WILLIAM BARKER

Medford Public Schools
JACKSON COUNTY SCHOOL DISTRICT NO. 549C
500 MONROE STREET
TELEPHONE SPRING 3-3603
MEDFORD, OREGON

LEONARD B. MAYFIELD
SUPERINTENDENT
ELLIOTT D. BECKEN
ASSISTANT SUPERINTENDENT
J. RUSSELL ACHESON
ASSISTANT SUPERINTENDENT
WILSON G. SLATER
CLERK - BUSINESS MGR.

State Highway Commission
c/o Glenn L. Jackson
Medford, Oregon

Gentlemen:

Recently our staff made its semi-annual road inspection of the routes travelled by our school buses. The purpose of this inspection was to study the road conditions and hazards from the point of view of safety.

Our buses travel 1248 miles and transport 2710 students to and from school daily.

We have found all roads of the state highways in our district to be well marked and in good condition except the road from Jacksonville to the Ruch area. We believe that the section out of Jacksonville along Jackson Creek is dangerous even under favorable driving conditions. This is due to the narrowness of the road and the rather sharp turns. Under less favorable conditions such as fog, rain, or ice, our drivers have reported more near-accidents than on all other routes combined. At present we have three buses making three round trips, or six single trips, over this road each day.

We strongly urge your consideration of widening and straightening this section of your road system.

Very truly yours,

MEDFORD SCHOOL DISTRICT 549C
by:

L. B. Mayfield
Superintendent

April 6, 1961
LBM:d

109

PETITION

18 pages of Petitions destroyed

TO: M. K. McIver, Chairman, Kenneth N. Fridley and Glenn L. Jackson, as members of the OREGON STATE HIGHWAY COMMISSION:

The undersigned residents of Jackson County, Oregon, hereby respectfully petition you immediately to initiate measures to bring to modern highway standards that portion of State Highway No. 238 in Jackson County, Oregon, which extends from the Jackson Creek bridge near the westerly limits of Jacksonville, Oregon to the road junction at Ruch, Oregon, excepting that portion of said highway, which has already been brought to modern standards, being commonly called the Jacksonville Hill section. We believe the growth and development of Jackson County and the Applegate region in the past ten years justifies this action at an early date.

NAME	ADDRESS
Lloyd J. Hawley	Route 1 Box 60 Jacksonville
David K. Giles	R 2 Box 2? Jacksonville
Geo. Lee Whitaker	Division St Jacksonville
Edward Tinson	1574 S Hilleboro Ave Medford
Marion D. Jahnke	RT 2 Box 22? Jacksonville
Vernon R. Cook	R 1 Box 84 Jacksonville
J. F. Hoge	1027 Ridley Medford
Leonard A. Nelson	723 Garfield Medford
Lucas Eppenbacher	Box 44-Rte 1 Jacksonville, Ore.
E. R. Adams	R2 Box 69 Jacksonville
C. J. Moore	1411 Jasper Midland Ore.
Geo. E. Brown	4293 Taylorville Hwy Medford
J. W. Chandler	Rogue River Oregon
[illegible]	[illegible]

109

18 pages of Petition destroyed

PETITION

TO: M. K. McIver, Chairman, Kenneth N. Fridley and Glenn L. Jackson, as members of the OREGON STATE HIGHWAY COMMISSION:

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NAME	ADDRESS
Bruce J Hawley	Route 1 Box 60 D Jacksonville
David K. Giles	R 2 Box 23 Jacksonville
Tony Lucas	Box 351 Jacksonville
Ethel Hanson	1511 S Whitehall Ave. Medford
Warren R Yokum	R 1 Box 62C Jacksonville
Warren R. Cook	R 1 Box 84 Jacksonville
J J Hoge	1027 Ridley Medford
Leonard A Nelson	793 Garfield Medford
Lucian C Isenbacher	Box 44-Rte 1 Jacksonville, Ore.
E A Adams	R2 Box 69 Jacksonville
C J Moore	1111 Jasper Medford Ore.
Geo. E. Bowles	4293 Gaylord Hwy Medford.
C W Chandler	Rogue River Oregon
E. R. Greenbury	RT Box 52 Rogue River
John T. Henderson	RT 1 Box 46 B Jacksonville
Bob Lamb	1211 W. 10th Medford
Wm. Sutton	Star Ranger Station, Jacksonville, Ore.

R 148

4.8 Mi.
Unit 2
1.4 Mi.
Unit 1
Creek
Forest
Doorman
China Gul.
China Rd.
To Watkins
RUCH
Bishop Cr.
28
50
14
00

OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

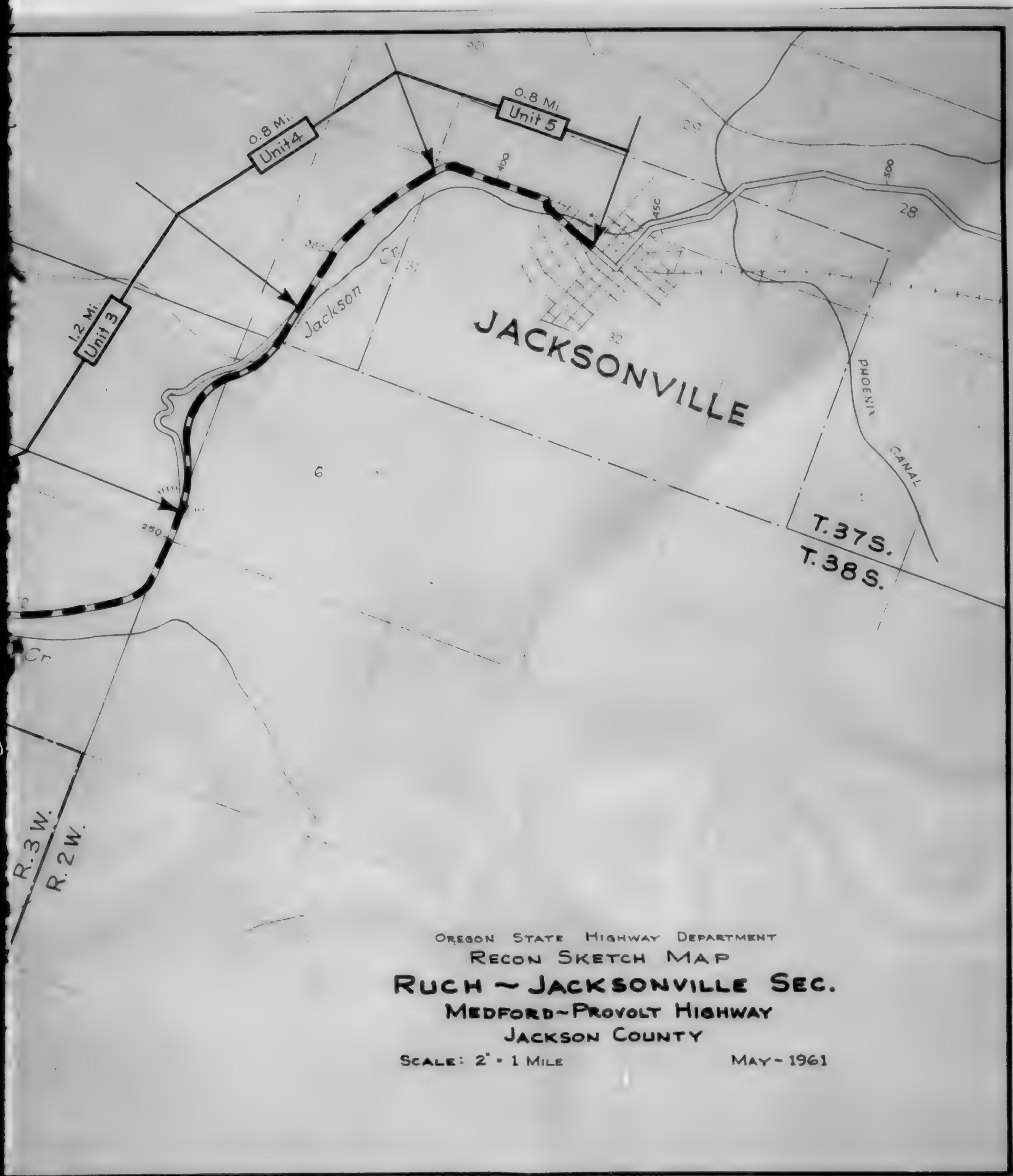
RUCH ~ JACKSONVILLE SEC.

MEDFORD-PROVOLT HIGHWAY

JACKSON COUNTY

SCALE: 2" - 1 MILE

MAY - 1961



OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

RUCH ~ JACKSONVILLE SEC.

MEDFORD~PROVOLT HIGHWAY

JACKSON COUNTY

SCALE: 2" = 1 MILE

MAY ~ 1961

I-80N-7(11) 316 #6083 | Pleasant Valley Sec., Old Oregon Trail Hwy. (Slide Corr.) | 1962

Monthly transaction number	For .-2A (5-5. -67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ıte
2-114		Oregon
Project report number	MODIFICATION OF FEDERAL-AID	County
10	PROJECT AGREEMENT	Baker
	2-18-64	Project number I-80N-7(11)316

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 29, 19 62, is hereby modified as follows:

Revised estimated total cost of project $ 249,499.00

Revised Federal funds $ 229,434.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of February, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stow

Ass't. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By: A. M. Parsons
Division Engineer
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

RECEIVED
JUN 29 1962

Form Approved; Budget Bureau No. 41-R2089

MONTHLY REPORT NO.

FOR FILING

PROJECT REPORT NO.

FOR FHR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Baker

PROJECT NO.: I-80N-7(11)316

The ~~State, through its Highway~~ Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau o. Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 1.2 Mi. East of Pleasant Valley

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-1-62	0.1
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 181,896.00	$ 167,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By L. L. Tollen

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Beckland
Administrative Manager

Date executed by Division Engineer June 29, 1962

X PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

June 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the Pleasant Valley Section, Project No. I-80N-7(11)316.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

June 20, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Pleasant Valley Section, Project No. I-80N-7(11)316.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

Oregon State Highway Department

Federal Aid
Project No. I-6018-7(11)316

PLEASANT VALLEY SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 20, 1962

Type Code 0010
Roadway (Sta. 729+00 to Sta. 736+50) (Contract 6083)

General, Excavation Unclassified	169,000 cu.yds.	1.25	$158,860.00
			$158,860.00
Flagging (57½¢ of Contractor's Cost)	All Required		$ 1,000.00
Signing (Temporary)	All Required		500.00
Construct, maintain and remove temporary connections (Including median barrier, barricade and fence)	All Required		5,000.00
	Subtotal		$165,360.00
	10% Engr. & Cont.		16,536.00
	Total		$181,896.00

Length of Project - - - - - - - - - - - - - - - - 0.142 mile
Cost of Project per Mile- - - - - - - - - - - - - $1,280,957.74

Federal Funds- - - - - - - - - - - - - - - - -

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(11)316

PLEASANT VALLEY SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 23, 1962

Type Code 0010
Roadway (Sta. 729+00 to Sta. 736+50)

General Excavation, Unclassified	169,000 cu.yds.	$1.25	$211,250.00
			$211,250.00
Flagging (57½ of Contractor's Cost)	All Required		1,000.00
Signing (Temporary)	All Required		500.00
Construct, Maintain and Remove Temporary Connections (Incl. Median Barrier, Barricade and Fence)	All Required		5,000.00
	Subtotal		$217,750.00
	10% Engr. & Cont.		21,775.00
	Total		$239,525.00

Length of Project - - - - - - - - - - - 0.142 Mile
Cost of Project Per Mile- - - - - - - - $1,686,795.77

Federal Funds - - - - - - - - - - -

RECEIVED
JAN 17 1964
FOR FILING

January 15, 1964

Mr. A. J. Johnson
Attorney at Law
Weatherly Building
Portland 14, Oregon

Dear Mr. Johnson:

This is in reply to your letter of January 10 informing us that you represent the Bunting Tractor Company, Inc., who has a claim against Hamer Corporation for machine parts furnished in the approximate amount of $3,000.

From the description given in your letter, this appears to be in reference to the Hamer Corporation Contract No. 6083 slide correction on Pleasant Valley Section of Old Oregon Trail Highway in Baker County.

The United Pacific Insurance Company through Mansfield and Company, 1975 S. W. 5th Avenue, Portland 1, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

As requested, we are enclosing excerpts from the Oregon Revised Statutes Relating to Public Contracts, Bonds, Actions on Bond.

This information is being noted in our records, and we will advise the surety and the contractor of the receipt of your letter.

You also asked if the Highway Commission has any relationship to the Hamer Corporation contract with Douglas County which is termed No. 33 on the Tyhee Road. We have no record of the Hamer Corporation performing work for us as a principal contractor or a subcontractor in Douglas County.

Very truly yours,

NOTED ON CAPD
lc

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.
cc United Pacific Insurance Co.
Mansfield & Co.
Hamer Corporation

A. J. JOHNSON
ATTORNEY AT LAW
WEATHERLY BUILDING
PORTLAND 14, OREGON
BELMONT 2-0454

January 10, 1964

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Do you have readily available excerps from the Oregon Statutes regarding actions on the bond of contractors employed to perform work for the State of Oregon?

I represent Bunting Tractor Co., Inc., who have claim against the Hamer Corporation in the amount of approximately $3000.00 for machine parts furnished in connection with their job at Baker, Oregon, which, I understand, is Contract No. 6083. It apparently will be necessary that we file a claim in the appropriate manner against the contractor and his bondsman.

We also have a substantial bill against Hamer Corporation for repair parts furnished in connection with a contract with Douglas County which is termed No. 33 on the Tyhee Road. Can you inform me as to whether or not the Highway Commission has any relationship to that job. It appears we will have to look to the bondsman for payment of that claim also.

Any assistance you can give will be appreciated.

Very truly yours,

A. J. Johnson

AJJ:vp

cc please reply
36

NOTED
FLOYD QUERY

RECEIVED
JAN 1[illegible]1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FORM E-923X 90M 3-62
RECEIVED
DEC 26 1963
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. MURPHY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 23, 1963

Benson, Whitely, McLennan & Burns
1023 Public Service Building
Portland 4, Oregon

Attention: Richard H. Muller

Gentlemen:

This is to acknowledge receipt of your letter of December 19 and attached "Notice of Claim" on behalf of Vern Hoaglin Construction Co., Inc., advising that Hamer Corporation owes them for labor, material and equipment in the amount of $1,460.98.

The claim states this is in reference to the Hamer Corporation Contract No. 6083 for slide correction on the Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

The United Pacific Insurance Company through Mansfield and Company, 1975 S. W. 5th Avenue, Portland, furnished the performance bond on this contract.

We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

When your client's claim has been paid, please let us know so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

FILED
DEC 24 1963
HOWELL APPLING, JR.
SECRETARY OF STATE
Fee # 4057

cc United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington
Attn: W. T. Atkins

Commissioners

Hamer Corp.
[illegible] N. E. 7th Street
[illegible], Oregon

RECEIVED
DEC 24 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 23 1963

Hon. Howell Appling, Jr
Secretary of State
Attn: George C. Stephens

P.S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

HARVEY S. BENSON
W. F. WHITELY
WM. S. McLENNAN
JAMES M. BURNS
RICHARD H. MULLER

BENSON, WHITELY, McLENNAN & BURNS
1023 PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 6-3876

December 19, 1963

State Highway Commission
State of Oregon
Salem, Oregon

Re: Vern Hoaglin Construction Co., Inc. - Claim on Hamer Corporation Bond. #6083

Gentlemen:

Enclosed herein is our client's Notice of Claim in the above matter. Please file the same.

Very truly yours,

BENSON, WHITELY, MC LENNAN & BURNS

By Richard H Muller
Richard H. Muller

RHM:rg

encl.
cc-Hamer Corporation
cc-United Pacific Ins. Co.

Clc, please handle

RECEIVED
DEC 2 , 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: STATE HIGHWAY COMMISSION, STATE OF OREGON:

Notice is hereby given that the undersigned, Vern Hoaglin Construction Co., Inc., has a claim for furnishing labor, material and equipment in the construction of fencing, guard rails and medium barriers to Hamer Corporation, of Post Office Box 7605, Portland, Oregon, in the amount of ONE THOUSAND, FOUR HUNDRED AND SIXTY AND 98/100 ~~($1,827.08)~~ 1,460.98 DOLLARS, against the bond taken from Hamer Corporation, Principal, and United Pacific Insurance Company, Surety, for the work of the Hamer Corporation in constructing the Pleasant Valley Section of the Old Oregon Trail, Project No. 6083, for the State Highway Commission of the State of Oregon.

VERN HOAGLIN CONSTRUCTION CO., INC.

By Vern Hoaglin
Vern Hoaglin, President

STATE OF OREGON)
) ss.
County of Multnomah)

I, VERN HOAGLIN, President of Vern Hoaglin Construction Co., Inc., the claimant named in and who signed the foregoing claim and notice, being first duly sworn, say that I know the contents of said notice of claim and have knowledge of the facts therein set forth, and that the same is in all respects true and correct and contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets.

Vern Hoaglin

Subscribed and sworn to before me this 17th day of December, 1963.

R. J. Colvin Jr.
Notary Public for Oregon
My Commission expires:
May 23, 1967

RECEIVED
DEC 9 - 1963
FOR FILING

For Thy - please note on card 16

Salem, Oregon
December 6, 1963

Mr. C. H. Maison
Auditor

D E P A R T M E N T

Attention: John Herr

Attached is an Assignment of Claim in favor of United Pacific Insurance Company from Hamer Corporation for funds due or to become due on Contract No. 6083 for slide correction on the Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

Our records indicate that final payment has been made on this contract but in the event there is any sort of post final payment, the payment should be made according to the Assignment. United Pacific Insurance Company furnished the performance bond for this contract.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington

Attention: Gerald C. Lyon
Claim Department

NOTED ON CARD

UNITED PACIFIC INSURANCE COMPANY
SYMBOL OF SERVICE
HOME OFFICE: 728 ST. HELENS AVE. • BOX 1216 • TACOMA, WASHINGTON 98401

December 5, 1963

State of Oregon
State Highway Department
Salem 10, Oregon

Mr. Floyd Query

Dear Mr. Query:

Our File No.: 60-61311
Contract No.: 6083
Old Oregon Trail Highway in
Baker County

Thank you for your letter of November 21, 1963 wherein you advised that in the event there might be any post final payment on the captioned contract, such payment would be forwarded to United Pacific Insurance Company.

United Pacific Insurance Company has now taken an Assignment from Hamer Corporation of any funds now due or that may become due on this contract. We are enclosing a copy of this Assignment for your records. In the event there should be any post final payment on this contract, we would appreciate your making that payment directly to United Pacific Insurance Company.

Thank you for your assistance.

Very truly yours,

G O Lyon

Gerald O. Lyon
Claim Department

GCL:ds
Enc.

RECEIVED
DEC - 6 1963
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON - HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One Dollars ($1.00) to us paid we hereby sell, assign and transfer the within claim for all monies now due or which may hereafter become due us from the State of Oregon for work performed under State Highway Contract No. 6003, Slide Correction Old Oregon Trail, Baker County, Oregon, to UNITED PACIFIC INSURANCE COMPANY and authorize and empower said United Pacific Insurance Company to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

WITNESS our execution hereof by our duly authorized President this 4th day of December, 1963.

MINER CORPORATION

By _____
President.

WITNESSES:

_____

_____

RECEIVED
DEC 9 - 1963
FOR FILING

COMMISSIONERS
GEORGE [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Ir-7(11)316

Dec 6 '63

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 5, 1963

Benson, Whitely, McLennan & Burns
1023 Public Service Building
Portland 4, Oregon

Attention: Mr. Richard H. Muller

Gentlemen:

This will acknowledge receipt of your letter of Dec. 2 and attached Notice of Claim of your client, R. H. Gillette Distributor, Inc., in the amount of $4,798.87 for tires, repairs, tubes, recapping, sections and labor for Hamer Corporation.

The claim states this to be in connection with State Highway Contract No. 6083 with Hamer Corporation for slide correction on the Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

The surety on this project is United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Ave., Portland 1. We will advise them of the receipt of this claim and will also forward the claim to the Secretary of State for filing.

NOTED ON CARD
lc

When the claim has been paid, please inform us so that we may clear our records.

File #41152
RECEIVED
DEC 6 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

FILED
DEC 6 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

CC:
United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn. W. T. Atkins

Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Hamer Corporation
5609 N. E. 77th St.
Portland 20, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

HARVEY S. BENSON
W. F. WHITELY
WM. S. McLENNAN
JAMES N. BURNS
RICHARD H. MULLER

BENSON, WHITELY, McLENNAN & BURNS
1023 PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 6-3876

December 2, 1963

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Fred Cleary, Secretary
State Highway Commission
State of Oregon
Salem, Oregon

Re: Gillette, Inc. claim on
Hamer Corporation Bond.

Dear Mr. Cleary:

Enclosed herein is our client's Notice of Claim in the above matter. Please file the same.

Very truly yours,

BENSON, WHITELY, McLENNAN & BURNS

By Richard H. Muller
Richard H. Muller

RHM:rg
encl.

Ole please handle
FG

NOTED
FLOYD QUERY

RECEIVED
DEC 3 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: STATE HIGHWAY COMMISSION, STATE OF OREGON:

Notice is hereby given that the undersigned, R. H. GILLETTE DISTRIBUTOR, INC., has a claim for furnishing tires, repairs, tubes, recapping, sections and labor to HAMER CORPORATION, of Post Office Box 7605, Portland, Oregon, in the amount of FOUR THOUSAND SEVEN HUNDRED NINETY EIGHT and 87/100 ($4,798.87) DOLLARS, against the bond taken from Hamer Corporation, Principal, and United Pacific Insurance Co., Surety, for the work of Hamer Corporation in constructing the Pleasant Valley Section of the Old Oregon Trail, Project No. 6083, for the State Highway Commission of the State of Oregon.

R. H. GILLETTE DISTRIBUTOR, INC.

By R H Gillette
R. H. Gillette, President

STATE OF ~~WASHINGTON~~ OREGON)
Multnomah) ss.
County Of ~~Pierce~~)

I, R. H. GILLETTE, President of R. H. Gillette Distributor, Inc., the claimant named in and who signed the foregoing claim and notice, being first duly sworn, say that I know the contents of said notice of claim and have knowledge of the facts therein set forth, and that the same is in all respects true and correct and contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets.

R H Gillette

Subscribed and sworn to before me this 29 day of November, 1963.

Richard H Mueller
Notary Public for ~~Washington~~ Oregon
My Commission expires: 2/20/66

RECEIVED
NOV 21 1963
FOR FILING

D Cook
note on card
?6

November 21, 1963

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Attention: G. C. Lyon
Claim Supervisor

Gentlemen:

This is in reply to your letter of November 20 concerning amounts which still may be payable to the contractor on contract No. 6063 awarded to Hamer Corporation for work on the Old Oregon Trail Highway in Baker County.

Our records show that final payment in the amount of $11,914.50 was mailed to the contractor on November 5. On September 4 we wrote to you advising that the contract had been accepted by the Highway Commission and that final payment would not be released before September 11, 1963. On October 30 we wrote to you advising of the amount of final payment and as stated above payment was mailed on November 5. Copies of our letters of September 4 and October 30 are attached.

During the period from September 4 to your letter of November 20, we received no word from the surety. At the present time we have in our hands no funds due in payable on this contract. In the event, however, there might be post final payment of one sort or another, we are asking the Auditor to mail such payments in care of your office.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Attachments
FQ:jf

cc: Mr. C. H. Maison

NOTED ON CARD

November 20, 1963

State of Oregon
State Highway Department
Salem 10, Oregon.

Re: Baker County
Old Oregon Trail Highway
Contract No. 6083

Gentlemen:

United Pacific Insurance Company furnished Bond in favor of Hamer Corporation to State of Oregon. Bond was issued on May 25, 1962, Bond B-124904.

United Pacific has been advised that this contract is completed and accepted but that some contract funds are still held by State of Oregon.

United Pacific has knowledge of unpaid accounts on this contract which are substantially in excess of the amount still to be paid by State of Oregon.

United Pacific claims an equitable lien on these contract balances and requests that State of Oregon recognize that lien and further requests any further payment to be made on this contract be sent to United Pacific Insurance Company, P.O. Box 1216, Tacoma, Washington.

Would you please acknowledge receipt of this notice.

Yours very truly,

G.C. Lyon
Claim Supervisor
UNITED PACIFIC INSURANCE COMPANY

GCL:ew

RECEIVED
NOV 21 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 30 1963
FOR FILING

6083

October 30, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 4, 1963, we wrote to you concerning release of final payment on contract #6083, awarded to Hamer Corp., for slide correction on the Pleasant Valley Section of the Old Oregon Trail in Baker County.

Final payment on this contract is $11,914.50 and the total contract amount is $237,026.23, including $582.65 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hamer Corp.,
3609 NE 77th Street
Portland 20, Oregon

cc: C. H. Maison
Attn.: John Herr

Nov. - Final payment mailed to Contractor Nov. 5

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Oct. 12, 1963

SECTION:

SECTION PREFIX: 601-1054

HIGHWAY: Old Oregon Trail

COUNTY: Baker

NAME OF JOB: Pleasant Valley

KIND OF WORK: Slide Correction

CONTRACTOR: Hamer Corporation

CONTRACT NUMBER: 6083

FEDERAL AID PROJECT NUMBER: I-80N-7(11)316

DATE OF CONTRACT: May 25, 1962

DATE WORK STARTED: June 13, 1962

ESTIMATED COMPLETION DATE: June 10, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: - SUPERVISION: -

SPECIFIED WORK DAYS: (70/25/4) 99

WORK DAYS USED: 118

PROJECT AUTHORIZATION: $ 249,816.99

ENGINEERING AUTHORIZATION: $ 13,288.80

PERCENT OF TIME ELAPSED: 119

EXCLUSIVE OF ENGINEERING: $ 237,026.99

ENGINEERING COST TO DATE: $ 13,150.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 237,026.99

PERCENT OF AUTHORIZATION: 99 %

100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.0 %

DATE PROJECT WAS COMPLETED: June 10, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
		100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.8				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.8				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	169,000				
TOTAL QUANTITIES CORRECTED TO DATE	190,432.0				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	190,432.0				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

NOTED
LLOYD P. SHAW

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY			
WEDNESDAY	All		
THURSDAY			
FRIDAY	Week		
SATURDAY			

OCT 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Office forces preparing monthly estimate.
TUESDAY	Office forces working on semi-final estimate.
WEDNESDAY	Office forces submitted final estimate today.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate has been submitted. This is the final weekly report for this project.

SIGNED R.R. Cameron Res. Engr.

R.R. Cameron

ADDRESS P.O. Box 262, Baker, Oregon 97814

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 6 1963
FOR FILING

Salem, Oregon
September 5, 1963

E. R. Cameron
Res. Hwy. Engr.

Increase in Project Authorization
Pleasant Valley, Slide Correction
Baker County, Contract 6083

This is to advise you that at its meeting August 29, 1963, the Highway Commission approved an increase of $16,027.99 in project authorization on the subject contract.

The new authorization for construction is $249,816.99. This amount should be used on all future reports for this contract.

L. H. Young
Office Engineer

cc: A. F. Parsen
Bureaus

RECEIVED
SEP 5 1963
FOR FILING

September 4, 1963

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6083 awarded to Hamer Corporation for slide correction work on Pleasant Valley Section of Old Oregon Trail Highway in Baker County, was completed June 10, 1963, and accepted by the Highway Commission on September 3, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 11, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Hamer Corporation
5609 N. E. 77th Street
Portland 20, Oregon

L. H. Young

C. H. Maison
Attn.: John Herr

RECEIVED
SEP 4 1963
FOR FILING

September 3, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 10 on Contract No. 6083. The contract was with Kamar Corporation and was for slide correction on the Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 3, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
AUG 29 1963
FOR FILING
608

August 29, 1963

Hamer Corp.,
5609 NE 77th Street
Portland 20
Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 29, 1963, discussed with the Engineer your request for an extension of time on contract (608). You requested 30 additional workdays within which to complete the slide correction on the Pleasant Valley Section of the Old Oregon Trail in Baker County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 4 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dg

cc: A. F. Parsen
R. R. Cameron
J. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Malson

RECEIVED
AUG 29 1963
FOR FILING

August 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are three copies of Materials Report, Form PR-47, as prepared by our engineer on Contract No. 6083, on the Pleasant Valley Section, in Baker County, Federal Project No. I-80S-7(11)316.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

RECEIVED
AUG 14 1963
FOR FILING

August 14, 1963

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on the Pleasant Valley Slide Section of the Old Oregon Trail Highway in Baker County, Contract No. 6083, is anticipated. The present project authorization is $233,789.05. The present computed cost, based on semifinal estimate quantities, is $249,816.99, indicating an overrun of $16,027.94, or 6.86 per cent.

During the prosecution of the work, it became evident that substantially more material would have to be removed from the slide area in order to provide a stable condition. This was the occasion for the overrun.

Your approval of this additional authorization is recommended. This matter will be presented at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjh FC:fn

FORM E-90 80M 8-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1963

SUBJECT: Overrun of Project Authorization
Pleasant Valley Slide Section
Old Oregon Trail Highway
Contract No. 6083

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a Report on Expected Overrun of Project Authorization on the abovenamed project. The present project authorization is $233,789.05. The present computed cost, based on semi-final estimate quantities, is $249,816.99, showing an overrun of $16,027.94, or 6.86%.

The reasons for the overrun are:

1. The bench as staked on construction differed from that proposed on the location plans in order to conform to conditions as found on the project. This added some 11,000 cubic yards of material.

2. A considerable amount of unavoidable overbreak was taken out. This overbreak in the upper rock face amounted to some 11,500 cubic yards.

3. The two overruns above caused an overrun of Price Agreement No. 1, Embankment in place, of some 17,000 cubic yards over the estimated amount.

This overrun has been discussed with the District Engineer for the Bureau of Public Roads who agrees that the overruns were unavoidable. Formal concurrence by the Bureau of Public Roads in the additional authorization is not required at this time, but will be required when a revised projett agreement estimate is submitted to them.

A rough draft to the Commission is attached. Your concurrence in the overrun is recommended. This is a second request for additional money on this project -- an increase of $47,759.05 was approved by the Commission on June 6, 1963.

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

RECEIVED
AUG 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:bjh
Attachments

cc: L. H. Young

RECEIVED
AUG 2 - 1963
FOR FILING

6083

August 1, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 4
August 29, 1963 Meeting

Gentlemen:

We have received a request for an extension of time on the Pleasant Valley Slide Section, Old Oregon Trail Highway, in Baker County, Contract No. 6083. This project is under contract to Kemar Corp. of Portland.

The contractor requests an additional 30 workdays due to additional quantities and change orders for work not originally anticipated. There were no "change orders" on the project which could be used to justify an increase in time, but the contract amount did overrun 12.7 percent. This would justify an increase of 9 workdays.

An increase of 5 workdays was allowed to the contractor on June 10, 1963, due to increased quantities. At that time, the amount of the overrun was thought to be smaller, but we now have final figures to document the 12.7 percent.

We therefore recommend an additional 4 workdays be granted the contractor at this time.

This matter will be presented to you at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp bbc

RECEIVED
OCT 9 1963
FOR FILING

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays #4

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6083 Contractor Hamer Corporation

Highway Old Oregon Trail

Section Pleasant Valley

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

4 Days as per letter of transmittal

APPROVED BY HIGHWAY COMMISSION
DATE Aug. 29, 1963 for 4 added workdays
Hoyt L. Emery
Secretary

Recommended for Approval:

R. H. Flanagan
Division Engineer

D. L. Heuker
Construction Engineer or Bridge Engineer

Floyd P. Stear
ASSISTANT State Highway Engineer

Contract No.	6083
Project designation	I-80N-7(11)316 (State-Federal)
Date awarded	May 25, 1962
Work started	June 13, 1962
Per cent completed	100% June 10, 1963 (Date)
No. of Workdays Allowed	95
No. of Workdays Used	118
No. of Added Workdays Requested	30

State Printing 27829

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 13 1963
R. R. CAMERON
Resident Engineer

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 11, 19 63

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 130 days, within which to complete our Contract No. 6083, without the assessment of liquidated damages. The said contract is described as follows:
Slide Correction - Old Oregon Trail - Pleasant Valley, Baker, Oregon
The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Increased quantities and change orders not originally anticipated.

Respectfully submitted,

HAMER CORPORATION
Contractor

By [signature]
President

CONSENT OF SURETY

Date June 11, 1963

We, United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By [signature]
Attorney-in-fact (L. W. Neff)

MANSFIELD & CO.
By [signature]
Resident Agent

(SEAL)

July 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
Pleasant Valley Slide Section
Old Oregon Trail Highway
Project No. I-80N-7(11)316

Dear Sir:

We have received a request from Hamer Corporation, contractor on this project, for an additional extension of time of 30 workdays. The reasons cited by Hamer are an overrun of contract amount and change orders not originally anticipated. The only "change order" which would affect the project progress was Price Agreement No. 1, which changed the disposal area. We recommend that no time be allowed because of work under this Price Agreement.

After final figures were completed on the project, it was determined that an overrun of 12.7 per cent was made. Based on the original 70-day allowance, this would justify an increase of nine workdays. We processed an extension of time in May, 1963, and included an increase of five workdays at that time for overrun of quantities. We, therefore, recommend that an additional four workdays be granted at this time.

Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp: ajw

477 Cottage Street N. E.
Salem, Oregon

July 26, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engr.

Extension of Time - Pleasant Valley Slide Section
Old Oregon Trail Highway, Project I-80N-7(11)316

We concur in your recommendation to allow an additional four workdays on subject project.

FORM E-30 EOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1963

RECEIVED
JUL 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Pleasant Valley Slide Section
Old Oregon Trail Highway
Contract No. 6083

Attached is a request from the Hamer Corp., contractor on this project, requesting an additional 30 days time in which to complete the project without the assessment of liquidated damages. The reason for the request is an increase in quantities on the project, and change orders not originally anticipated.

The only "change order" that would affect the prosecution of the project was Price Agreement No. 1, which changed the location of the disposal area. The money settlement was determined by computing the additional equipment required to maintain the same rate of production. Therefore, we do not recommend any extension of time because of work under that order.

An increase of 12.7 per cent was made in the excavation quantity under the contract. Based on the original allowance of 70 work days, this would justify 9 additional workdays. In our letter of May 14, 1963, we recommended an increase of 5 workdays for overrun of quantities in addition to the delays in getting onto the job.

We therefore recommend an additional 4 workdays because of increased quantities. This recommendation has been discussed with the District Engineer who concurs in the recommendation.

Rough drafts to the Bureau of Public Roads and the Highway Commission are attached. The project was completed after being assessed 118 workdays - an overrun of 19 workdays over the recommended increase. The rate of liquidated damages is $125 per day for a total of $2,375.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Attach.
cc L. H. Young

RECEIVED
SEP 20 1963
FOR FILING

Form 735-4472-1000-1-55

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Pleasant Valley Date July 19, 1963

Highway Old Oregon Trail Contract No. 6083

County Baker Kind of Work Slide Correction Contractor Hamer Corporation

Contract Amount $158,860.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
1. General Excavation, Unclassified -	21,432	0.94	$20,146.08

Minor items, unitemized algebraic total - -

Subtotal $179,006.08

Approved work orders (Price, extra work and state force orders) $ 50,753.88

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

P.A. No. 1 - Embankment in Place (overrun) $9,528.23

Minor items, unitemized algebraic total - 2,700.00

Subtotal $236,588.19

Authorization for engineering $ 13,228.80

Expected over-run or under-run of engineering authorization $ - -

Costs not included above (explain) $ - -

Allowance for future contingencies (_____% of work remaining) $ - -

Credits to come from transfers and deductions $ - -

Present estimate of project cost $249,816.99

Brief Statement of principal causes of over-run:

1. Additional 10,432 cu.yds. overrun in General Excavation due to overbreak.
2. Overrun of Price Agreement No. 1, Embankment in Place.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$233,789.05
Present estimate of project cost	$249,816.99
Expected over-run (Amount)	$ 16,027.94
Expected over-run (per cent)	6.86

Space to right of this line is for use of Salem office.

Submitted by: H.K. Cameron Resident Engineer

Confirmed by: H.S. Coulter Division Engineer

Noted by: J. Wyatt Construction Engineer

Noted by: Lloyd V. Snow Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 18 1963
FOR FILING
I-84-W-7(11)-1
6673

Salem, Oregon
June 18, 1963

Increase in Project
Authorization

R. R. Cameron
Resident Highway Engineer
Oregon State Highway Dept.
P. O. Box 269
Baker, Oregon

This is to advise you that at its meeting June 10, 1963, the State Highway Commission approved an increase of $47,759.05 in project authorizations on Contract No. 6083, Pleasant Valley Slide Section of the Old Oregon Trail Highway in Baker County.

The new authorization is $233,789.05. This amount should be used in all future reports.

L. H. Young
Office Engineer

DBP:mb

cc: A. F. Parsons

RECEIVED
JUL 2 - 1963
FOR FILING

COMMISSIONERS
GLENN C. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

[illegible]

[illegible] Valley Slide [illegible] County, [illegible] County, in connection with [illegible] No. I-OD-7 (12) 316.

[illegible] request that your office inspect the contract work [illegible] and furnish a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the [illegible] work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Date: 6-13-63

[illegible] Public Roads
[illegible] Division Office [illegible]

[illegible] noted on above date:

None

A. W. Parsons
Division Engineer

By S K Brooks
Dist Engr

APPROVED
LLOYD P. SHAW

copies to Young
7-2-63

DBP:cb
cc: H. S. Cox

RECEIVED
JUN 17 1963
FOR FILING

Salem, Oregon
June 17, 1963

Mr. F. D. Morgan
Construction Engineer

Pleasant Valley Slide
Correction Section

Office

This is to advise you that work was completed on June 13, 1963, on Contract No. 6083, Pleasant Valley Slide Correction Section, in Baker County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:

Conditions noted on above date:

Construction Engineer

CWT:cs

RECEIVED
JUN 1 1 1963
FOR FILING

6083

June 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2 covering removal of temporary connection of the Pleasant Valley Slide Correction Section of the Old Oregon Trail Highway in Baker County, Contract No. 6083 in connection with Federal-Aid Project No. I-80N-7(11)316.

It is necessary to remove temporary connection and return highway to its original condition upon completion. This was an anticipated item of the contract.

Justification of the cost and prices by our Cost Analyst Division is attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUN 11 1963
FOR FILING

N-7(11)

6083

June 10, 1963

Hamer Corp.,
5609 NE 77th Street
Portland 20
Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 10, 1963, discussed with the Engineer your request for an extension of time on contract #6083. You requested 30 additional workdays within which to complete the slide correction on the Pleasant Valley Section of the Old Oregon Trail in Baker County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 25 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parson
R. R. Cameron
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

RECEIVED
JUN 4 - 1963
FOR FILING

June 3, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 3
June 10, 1963 Meeting

Gentlemen:

We have received a request for an extension of time from Hamer Corporation, contractor on the Pleasant Valley Slide Section of the Old Oregon Trail Highway in Baker County, Contract No. 6083. The request is for an additional 30 days based on nonavailability of the work site.

The contract was awarded May 25, 1962, at which time Keystone Construction Company occupied the area under a grading contract. Hamer Corporation was notified September 6 that the area was available and to begin work. Workday count began ten days later.

In view of the delay at Pleasant Valley, Hamer Corporation placed its equipment on a nonhighway project in Southern Oregon and was unable to move onto our contract on short notice. We believe a 45-day notification would have been more realistic under the circumstances than was the ten-day period required by our specifications. The longer notification period would have resulted in fewer workdays being charged by twenty.

The excavation volume on this project is expected to overrun seven per cent of the contract amount. In contract workday time, this is five days.

We therefore recommend an increase of a total of 25 workdays without assessment of liquidated damages. We have Bureau of Public Roads concurrence.

This matter will be presented to you at the June 10 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM CD-121 (8-22-58)
(PRES. BY A.O. 266-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: May 29, 1963

FROM : T. Dec
Assistant Division Engineer
Salem, Oregon

SUBJECT: Time Extension Pleasant Valley Slide Section Old Oregon Trail Highway Project I-80N-7(11)316

A review has been made concerning your request to grant an allowance of 25 additional workdays on subject project. We concur in your recommendation for the reasons quoted in your letter.

May 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Request for Time Extension
Pleasant Valley Slide Section
Old Oregon Trail Highway
Project No. I-80N-7(11)316

Dear Sir:

We have received from Hamer Corporation, contractor on this project, a request for an extension of 30 workdays in which to complete the project. The contractor gives the following reasons for this request:

The contract was let on May 25, 1962, but due to the noncompletion of work and the possibility of conflict with the previous contractor, we did not give the Hamer Corporation a "go-ahead" until September 6, 1962. The contractor, by that time, was working on another project in Southern Oregon and could not move in immediately.

Work did not actually start until October 25. As per our standard specifications, we started counting workdays ten days after we notified the contractor to proceed. We believe that this short notice is unreasonable under the circumstances, and we now recommend that a 45-day notification be allowed. This is the same limit as we used for actual award of the contract under Article 1.3.1 of our standard specifications.

This would make the workday count start on October 21, instead of September 17. A total of 20 workdays were charged prior to October 21.

In addition to this delay, the excavation quantities will overrun by an estimated 11,000 cubic yards, or seven per cent

of the bid amount. This overrun was caused by a slight change in the staked section and by more careful measurement of the volumes than had been done on location.

The seven per cent overrun added to the 70 allowed days equals five workdays.

We, therefore, recommend an allowance of 25 workdays. Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:s,jw

cc Forrest Cooper
F. D. Morgan
C. H. Maison
L. H. Young

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1963

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Pleasant Valley Slide Section
Old Oregon Trail Highway
Contract No. 6083

Attached is a Contractor's Request for Increase in Number of Workdays to Complete Construction Contract submitted by Hamer Corporation, contractor. The contractor requests 30 days due to delays caused by the slow completion of the prior contract for grading and paving in the same area.

The contract was awarded on May 25, 1962, but due to our desire to not give Keystone Construction Company any reason for claim or extension of time, we did not allow Hamer to start work immediately. Keystone finally finished his job in September, 1962, and Hamer was notified by phone on September 6 that the job was available. This notification was confirmed by a letter from the Resident Engineer on the same date.

The usual 10 day "lead time" was allowed, and the Resident Engineer started charing workdays on Monday, September 17, 1962.

In the meantime, the contractor had moved his equipment to another job (not a State contract) in Southern Oregon. Because he was tied up there, he could not move immediately onto our project; it was October 25 when he actually started work. By this time, a total of 23 workdays had been charged. The project to which he moved was one of the Bureau of Public Roads jobs on the North Umpqua River. Due to the fact that the North Umpqua job was in a zone of heavy snow, it was quite reasonable that he work there as late as possible before moving to the Pleasant Valley job.

Due to the delays which we forced upon the contractor because of the slow completion by Keystone, we recommend that the normal 10 day "lead time" be increased to 45 days. This would start the workday count on October 21, 1962. At this time, a total of 20 workdays had been charged.

In addition to the delays as noted, the quantity of excavation on the project was increased by 11,000 cubic yards. This increase was due to a slight revision in the section to be removed, and in more careful measurement of the cut section as compared to the location measurements.

The increase amounted to 7% of the bid amount or equivalent to 5 workdays.

We, therefore, recommend that a total increase of 25 workdays be allowed the contractor. Rough drafts to the Commission and Bureau of Public Roads are attached. This has been discussed with the Area Engineer for the Bureau of Public Roads who concurs in this recommendation.

At the present time, the contractor has used 98 workdays and was allowed 70, and has an estimated 3 more weeks' work to do. It is estimated that he will overrun the time limit by 15 or 20 days even with the grant of the recommended 25 days.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachments

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

#3

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6083 Contractor Hamer Corporation

Highway Old Oregon Trail

Section Pleasant Valley, Slide Correction

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~XXXX

E. 320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAR 18 1963
R. R. CAMERON
Resident Engineer

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 12, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 100 days, within which to complete our Contract No. 6083, without the assessment of liquidated damages. The said contract is described as follows: Slide Correction, Old Oregon Trail, Pleasant Valley, Baker County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The Hamer Corporation was denied access until September 17, 1962 although the Contract stated Workday count would begin June 20, 1962. The delay was caused by the grading and surfacing contract.

The loss of 60 summer Workdays has been a serious handicap as we had planned to double shift during the good weather months.

Respectfully submitted,

HAMER CORPORATION
Contractor

By P E McGary
Vice-President

CONSENT OF SURETY

Date March 13, 1963, 19

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By ..... Attorney-in-fact (L. W. Neff)

MANSFIELD & CO.
By ..... Resident Agent

(SEAL)

RECEIVED
MAY 15 1963
FOR FILING

May 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering reinstalling median barrier on the Pleasant Valley Slide Correction Section of the Old Oregon Trail Highway in Baker County, Contract No. 6083 in connection with Federal-Aid Project No. I-80N-7(11)316.

The median barrier was removed to protect it from blasting during the slide removal. This order is to cover re-installing the median barrier.

This work was verbally recommended for approval by the B.P.R. Area Engineer and the field authorized to proceed May 10, 1963, as an emergency measure to expedite the construction. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
CTier

RECEIVED
MAY 1 - 1963
FOR FILING

April 30, 1963

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on the Pleasant Valley Slide grading project on the Old Oregon Trail Highway in Baker County, Contract 6083, is anticipated. This project is under contract to Hamer Corporation of Portland.

The original project authorization was $186,030. The present anticipated cost is $233,789.05, indicating an overrun of $47,759.05, or 25.7 per cent.

During the course of the work, it was determined that additional material had to be moved in order to achieve a stable condition and it was necessary to find a new disposal area, as overloading the original site precipitated a movement.

These changes have been concurred in by the Bureau of Public Roads.

This matter will be presented to you at the June 6 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

FORM E-20 50M 5-62 43508

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 22, 1963

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Pleasant Valley Slide Section
Old Oregon Trail Highway
Contract No. 6083

Attached is a Report on Expected Overrun of Project Authorization on this project. This job is under contract to the Hamer Corp., Portland.

The original project authorization was $186,030.00. The present estimated cost is $233,789.05, indicating an overrun of $47,759.05 or 25.7 per cent. The reasons for the overrun are:

1. Overrun of originally computed quantity of excavation due to a difference in the staking of the cut as compared to the location section. This was done to insure a stable bench and slope in the slide area.

2. Need to change location of disposal areas due to slide conditions appearing in the present disposal area. Some movement has already been noted in the roadway below the waste area.

The overrun of quantities will be made at unit bid price and the additional costs incurred by having to change disposal areas have been approved under Price Agreement No. 1. The Bureau of Public Roads Area Engineer has verbally concurred in this Price Agreement.

Your approval of this overrun is recommended. A rough draft to the Commission is attached.

NOTED
LLOYD P. SHAW

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

CHB:fp
Attach.
cc L. H. Young

RECEIVED
APR 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 22 1963
FOR FILING

April 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering the change of deposit for waste material on the Pleasant Valley Slide Correction Section of the Old Oregon Trail Highway in Baker County, Contract No. 6033 in connection with Federal-Aid Project No. I-80N-7(11)316.

It is necessary to change place of deposit of waste material to an area adjacent to the left edge of the roadway at Stations 712 to 720 due to slide conditions.

Justification by our chief cost analyst is attached.

This change was verbally recommended for approval by the B.P.R. Area Engineer and the field authorized to proceed as an emergency measure to expedite the contract March 27, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CTsor

Form No. E-372—10M—8-54

RECEIVED
JUL 5 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Pleasant Valley Slide Correction — Date April 6, 19 63

Highway Old Oregon Trail — Contract No. 6083

County Baker — Kind of Work Slide Correction — Contractor Hamar Corporation

Contract Amount $138,860.00

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized:			
1. General Excavation, Unclassified	11,000 cu yd	$0.94	10,340

Minor items, unitemized algebraic total — —

Subtotal $ 10,340.00

Approved work orders (Price, extra work and state force orders) Force Orders $ 1,500.25

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	
P. A. No. 1, Embankment in Place	44,000.00

Minor items, unitemized algebraic total —

Subtotal

Authorization for engineering $ 13,288.80

Expected over-run or under-run of engineering authorization $ —

Costs not included above (explain) Remove Temp. Connection; Install Median Barrier $ 3,000.00

Allowance for future contingencies (20 % of work remaining) $ 2,000.00

Credits to come from transfers and deductions $ —

Present estimate of project cost $ 233,789.05

Brief Statement of principal causes of over-run:

1. Anticipated 11,000 cu yd over-run in General Excavation
2. Necessity to change disposal area due to un-anticipated slide in original disposal area.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$186,030.00
Present estimate of project cost	$233,789.05
Expected over-run (Amount)	$ 47,759.05
Expected over-run (per cent)	25.7

Space to right of this line is for use of Salem office.

Submitted by: R. R. Cameron, Resident Engineer

Confirmed by: ..., Division Engineer

Noted by: ..., Construction or Bridge Engineer

Noted by: ..., Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
AUG 27 1962
FOR FILING

T-4-1
6083

August 27,1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Pleasant Valley (Slide Correction) Section of the Old Oregon Trail Highway in Baker County, Contract No. 6083, in connection with Federal-Aid Project No. I-80N-7(11)316.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades normally required of the contractor for the safety of traffic and workmen. This was an anticipated item of the contract and funds included in the project authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
JUL 19 1962
FOR FILING
I-84-7(11)316
6083

July 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering the State's share of flagging costs on the Pleasant Valley (Slide Correction) Section of the Old Oregon Trail Highway in Baker County, Contract No. 6083, in connection with Federal-Aid Project No. I-84-7(11)316.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUL 2 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6083

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 2, 1962

Hamer Corporation
5609 NE 77th Street
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6083, awarded May 25, 1962, for slide correction on the Pleasant Valley Section of the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUL 2 1962

FORM E-727

FOR FILING

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6083

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
July 2, 1962

United Pacific Insurance Co.,
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6083, awarded May 25, 1962, to Hamer Corp., for slide correction on the Pleasant Valley Section of the Old Oregon Trail in Baker County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

cc: United Pacific Insurance Co ,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
JUN 27 1962
OREGON
STATE HIGHWAY COMMISSION

MANSFIELD & CO.

1975 S. W. FIFTH AVE. ● PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7032
CHARLES A. MANSFIELD
CAPITOL 3-2309
L. W. NEFF
ATLANTIC 1-6278
J. P. BARNES
ATLANTIC 8-1302
HILARY L. KENNEDY
PROSPECT 5-4053

6083

June 26, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

In Re: Contract #6083 - Hamer Corporation
Slide Correction - Pleasant Valley
Section, Old Oregon Trail, Baker County

Dear Mr. Query:

We are enclosing the two contract and bond books in connection with the above contract. The contracts have been signed by the Hamer Corporation and the bonds have been signed by the Hamer Corporation and the surety.

We hope these enclosures meet with your approval.

Yours very truly

Lillian Strong
MANSFIELD & CO.

N
Enc.

CC- Hamer Corporation

RECEIVED
JUN 27 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1962
FOR FILING

6173

June 21, 1962

Hamer Corporation
5609 NE 77th Street
Portland 20
Oregon

Gentlemen:

We received the two copies of contract #6083, awarded to you May 25, 1962, for slide correction on the Pleasant Valley Section of the Old Oregon Trail in Baker County.

These two copies need your corporate seal to accompany the signatures of President and Secretary on the Contract (7) and Bond (9) pages.

Then the Bond page (9) must be written by a surety company authorized to do business in the State of Oregon, and must be signed by an authorized attorney-in-fact and countersigned by an authorized resident agent.

Will you please take care of this matter at your earliest convenience and return to this office for final processing. Thank you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Attach.

RECEIVED
JUN 19 1962
FOR FILING

6083

June 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 13, 1962, on Contract No. 6083, Pleasant Valley Section, in Baker County, in connection with Federal Aid Project No. I-80N-7(11)316.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:cr

RECEIVED
JUN 8 1962
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F N.57 (11) 211.
1.183

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 8, 1962

Manor Corp.,
5609 NE 77th Street
Portland 20
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6083, awarded May 25, 1962, for slide correction on the Pleasant Valley Section of the Old Oregon Trail in Baker County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin June 20, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

cc: L. H. Young
A. F. Parsons
Res. Engineer
Frank Morgan

RECEIVED
MAY 2 0 1962
FOR FILES

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1962

6083

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-80N-7(11)316
Pleasant Valley Section (Slide Correction)
The Old Oregon Trail Highway

This is to advise of our prior concurrence as of this date in award of contract No. 6083 for the subject project to Hamer Corporation of Roseburg, Oregon, low bidder in the amount of $158,860.00 at the May 23, 1962 bid opening.

RECEIVED
MAY 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. S. PAYSON

Georgia
Gering

RECEIVED
MAY 28 1962

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 25, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Hazmer Corporation
5609 NE 77th Avenue
Portland 20, Oregon

Gentlemen:

The State Highway Commission on May 25, 1962 awarded to you State Highway Contract No. 6083 for the following project:

Slide correction on the Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

This award was based on your bid of $158,860.00 which was the low bid submitted to the Commission on May 23, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAY 4 1962
FOR FILING
I 80N-7(11) 316
6083

FORM CD-12T
4-22-59

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 1, 1962

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Copy To

5-3-62

SUBJECT: Oregon Project I-80N-7(11)316

We have today approved the P. S. and E. documents for Oregon Project I-80N-7(11)316, Pleasant Valley Section of the Old Oregon Trail Highway (slide correction), Baker County.

This is to authorize your advertising for bids.

Authorization is granted with the understanding that consideration will be given to changing the first paragraph under "Earth Blanket" on page 5 of the special provisions to read as follows:

> "The contractor shall be required to place an earth blanket on the pavement and shoulders of the main highway roadway to protect the surface from being broken or marred by hauling equipment, blasting or other methods of construction".

The special provision as now written states that the contractor may be required, etc.

RECEIVED
MAY 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

102-4210 Clean & paint Alsea River Br. 1962
Alsea Hwy. & Willamette R. Br.,
#6084 Lebanon-Corvallis Hwy.

RECEIVED
NOV 30 1962
FOR FILING

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

#5

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 30 1962 PM
7 8 9 10 11 12 1 2 3 4 5 6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6084 Contractor C. H. Savage Co.

Highway Corvallis - Lebanon

Section Willamette River Bridge

Kind of Work Maintenance Painting

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

It is recommended that an increase in the amount of 5 additional days be granted due to the fact that the slow drying primer as specified in the contract slowed down and delayed the contractor approximately this amount of days.

Recommended for Approval:

K. D. Galloway
Division Engineer

Ivan V. Merchant
Bridge Engineer

P. M. Stephenson
Assistant State Highway Engineer

Contract No.	6084
Project designation	none
	State-Federal
Date awarded	May 25, 1962
Work started	July 2, 1962
Per cent completed	85% Aug. 31, 1962
	Date
No. of Workdays Allowed	40
No. of Workdays Used	48
No. of Added Workdays Requested	15

E—330 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ..... September 14 ....., 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... 40 ..... days to ..... 72 ..... days, within which to complete our Contract No. ..... 6041 ....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Specific dates unknown.

Principal causes of delay - heavy traffic on bridge, slow drying paint points, adverse wind conditions and excessive cleaning and conditioning requirements not contemplated.

Respectfully submitted,

C. H. Savage Company
Contractor

By. .....

CONSENT OF SURETY

Date ..... September 20th ....., 19 62

We, ... Central Surety & Ins. Corp. of Kansas City, Mo. .....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

C. [illegible]

By .....
Resident Agent

(SEAL)

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1962

SUBJECT: Request for Extension of Workdays to Complete Alsea River and Willamette River Bridges Maintenance Painting Project Contract No. 6084

To:

Mr. Ivan Merchant
Bridge Engineer
D e p a r t m e n t

Herewith "Contractors Request for Increase in Number of Workdays to Complete Construction Contract", asking for an additional 15 days in which to complete the subject contract.

We do not concur with the contractor in all of the reasons he has stated as being reasons for an extension but do believe the slow drying primer paint is just cause for an extension of workday count to complete this contract. Information received from the Resident Engineer indicates that the slow drying primer as specified in the contract to be used on the project necessitated a slowdown of the work, more so than that which he has shown in his workday count, wherein he did not charge 9 days because of this. Due to this fact, we recommend that an 8-day extension be granted the contractor to complete this project. The 8 additional days is the number of days required by the contractor to complete the project, which was completed September 22, 1962.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

NOTED
I. D. MERCHANT

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 28 1962 PM
7 8 9 10 11 12 1 2 3 4 5 6

FORM E-90X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1962

To:

Mr. Ivan Merchant
Bridge Engineer
D e p a r t m e n t

SUBJECT: Request for Extension of Workdays to Complete Alsea River and Willamette River Bridges Maintenance Painting Project Contract No. 6084

Herewith "Contractors Request for Increase in Number of Workdays to Complete Construction Contract", asking for an additional 15 days in which to complete the subject contract.

We do not concur with the contractor in all of the reasons he has stated as being reasons for an extension but do believe the slow drying primer paint is just cause for an extension of workday count to complete this contract. Information received from the Resident Engineer indicates that the slow drying primer as specified in the contract to be used on the project necessitated a slowdown of the work, more so than that which he has shown in his workday count, wherein he did not charge 9 days because of this. Due to this fact, we recommend that an 8-day extension be granted the contractor to complete this project. The 8 additional days is the number of days required by the contractor to complete the project, which was completed September 22, 1962.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 28 1962 PM
7 8 9 10 11 12 1 2 3 4 5 6

RECEIVED
NOV 13 1962
FOR FILING

November 9, 1962

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On October 10, 1962, you were notified of the release of final payment on Contract No. 6084, awarded to C. H. Savage Company, for maintenance painting on the Alsea River Bridge and Willamette River Bridge of the Alsea and Corvallis-Lebanon Secondary Highways in Benton, Lincoln and Linn Counties.

Final payment on this contract is $4,213.88 and the total contract amount is $22,897.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: C. H. Savage Company
4126 SE Milwaukie
Portland 2, Oregon

RECEIVED
NOV 30 1962
FOR FILING

6014

November 2, 1962

C. H. Savage Company
4126 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 1, 1962, discussed with the Engineer your request for an extension of time on Contract No. 6064. You requested 15 additional workdays within which to complete the maintenance painting on the Alsea River Bridge and Willamette River Bridge Section on the Alsea and Corvallis-Lebanon Secondary Highway in Benton, Lincoln and Linn Counties, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 8 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc: R. D. Asbury
Jack Davis
~~F. D. Morgan~~ Ivan Merchant
L. H. Young
C. H. Matson

RECEIVED
OCT 18 1962
FOR FILING

6084

October 18, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 5
November 1 Meeting

Contract No. 6084 for maintenance painting of the structural steel on the Alsea River Bridge No. 2652 and the Willamette River Bridge at Corvallis, Bridge No. 2728, was awarded to the C. H. Savage Company on May 25, 1962.

This is a routine maintenance painting contract covering cleaning and painting of all structural steel in the two structures.

The contract allowed 40 workdays for each structure for completion of all work under the contract. The Alsea River Bridge was completed well within the 40-day workday requirement. However, the Willamette River Bridge at Corvallis required 48 workdays for completion.

The contractor has requested an extension of time of 15 days to complete the contract. Upon investigation I find that one of the allegations of the contractor is correct in that the priming coat of paint delayed his operations because of its slow-drying characteristics. While the prime coat met all specifications its drying time in the field was much slower than normal. During this period of the work, workdays were charged the contractor although he was unable to prosecute the work as planned.

I recommend that the contractor be allowed eight additional workdays for the completion of work under this contract without assessment of liquidated damages.

This is a State contract and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
G. S. Paxson
P. M. Stephenson
Victor D. Wolfe
I. D. Merchant
IDM:mm hlb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 28 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6084 Contractor C. H. Savage Co.

Highway Corvallis - Lebanon

Section Willamette River Bridge

Kind of Work Maintenance Painting

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

It is recommended that an increase in the amount of 8 additional days be granted due to the fact that the slow drying primer as specified in the contract slowed down and delayed the contractor approximately this amount of days.

Recommended for Approval:

R. D. Anthony
Division Engineer

Ivan V. Merchant
Bridge Engineer

P. M. Stephenson
State Highway Engineer

Contract No.	6084
Project designation	[illegible]
Date awarded	May 25, 1962 (State-Federal)
Work started	July 2, 1962
Per cent completed	95% Aug. 31, 1962 (Date)
No. of Workdays Allowed	40
No. of Workdays Used	48
No. of Added Workdays Requested	19

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 4, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 40 days to 55 days, within which to complete our Contract No. 6084, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Specific dates unknown.

Principal causes of delay - heavy traffic on bridge, slow drying primer paints, adverse wind conditions and excessive cleaning and sandblasting requirements not contemplated.

Respectfully submitted,

C. H. Savage Company
Contractor

By C. H. Savage

CONSENT OF SURETY

Date September 5th, 19 62

We, GENERAL INSURANCE COMPANY OF AMERICA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

C. A. Tomassene
Attorney-in-fact

C.A. TOMASSENE & SONS
By Leonard C. Simpson
Resident Ag

(SEAL)

RECEIVED
OCT 4 1962
FOR FILING

6084

October 3, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6084 awarded to C. H. Savage Co., for maintenance painting the Alsea River Bridge and Willamette River Bridge on the Alsea and Corvallis-Lebanon Highways in Benton-Lincoln-Linn Counties, was completed September 22, 1962, and was accepted by the Highway Commission on September 22, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before October 18, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: C. H. Savage Co.,
4126 SE Milwaukie
Portland 2, Oregon

cc: R. L. Porter
L. H. Young
C. H. Malcom

RECEIVED
OCT 4 1962
FOR FILING

6084

October 1, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed September 22 on Contract 6084. The contract was with the C. H. Savage Company and was a maintenance painting project on the Alsea River and Willamette River Bridges on the Alsea and Corvallis-Lebanon Highways in Benton, Lincoln, and Linn Counties.

As the contractor has completed all work according to specification, I recommend that you accept the project effective September 22, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison

PMS:er

Surety letter sent
10-3-62

FORM E-30 50M 6-61 86681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1962

To: Mr. P. M. Stephenson
Asst. State Highway Engineer

SUBJECT: Alsea River Bridge &
Willamette River Bridge
Maintenance Painting
Contract No. 6084

OFFICE

C. H. Savage Company completed work on the Alsea River Bridge and Willamette River Bridge maintenance painting project on the Alsea and Corvallis-Lebanon Highways in Benton, Lincoln and Linn Counties, Contract No. 6084, on September 22, 1962. This contract is ready for acceptance by the Commission.

This is a State project and does not require final inspection nor acceptance by the Bureau of Public Roads.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes

RECEIVED
SEP 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1962
FOR FILING

6174

D Cooke

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1962

SUBJECT:
Alsea River Bridge Painting
Bridge No. 2652A

To:
Mr. D. B. Parkes
Contract Payments

O F F I C E

C. H. Savage Company began work on the Alsea River Bridge Maintenance Painting project on the Alsea Highway in Lincoln County, Contract No. 6084, on June 25, 1962.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
JUN 27 1962
FOR FILING

COMMISSIONERS
GLENN [illegible], Chairman
MEDFORD
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND
FLOYD QUERY, Secretary
SALEM

6184

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 27, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6084, awarded May 25, 1962, to C. H. Savage Co., for maintenance painting of the Alsea River Bridge and Willamette River Bridge on the Alsea and Corvallis-Lebanon Highways in Benton-Lincoln-Linn Counties.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 28 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

1-7-4210

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 27, 1962

C. H. Savage Co.,
~~4136 SE~~ Milwaukie
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6084, awarded May 25, 1962, for maintenance painting the Alsea River Bridge and Willamette River Bridge on Alsea and Corvallis-Lebanon Highways in Benton-Lincoln-Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 25 1962
FOR FILING
23-4310

PAINTING · DECORATING · WATERPROOFING · SANDBLASTING

C. H. Savage Company

BELMONT 4-9541

[illegible] MILWAUKIE AVENUE PORTLAND 2, OREGON

June 14, 1962

files

Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

Gentlemen:

Re: Contract No. 6084
Alsea River Bridge and
Willamette River Bridge

We are returning herewith, two copies of the Contract and Bond for subject job; they have been fully and properly executed by our Company and our Surety.

Per your instructions, we are retaining the Contractor's copy for our file. Thank you.

Very truly yours,

C. H. SAVAGE COMPANY

By: C. H. Savage

CHS/b
Encls.

RECEIVED
JUN 25 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 1962
FOR FILING

COMMISSIONERS
GLENN [illegible], Chairman
MEDFORD
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND
FLOYD QUERY, Secretary
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
June 5, 1962

C. H. Savage Company
4136 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6084, awarded May 25, 1962, for maintenance painting the Alsea River and Willamette River Bridges on the Alsea and Corvallis-Lebanon Highways in Benton-Lincoln-Linn Counties.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin **June 16, 1962.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

cc: L. H. Young
J. D. Walker
Res. Engineer
Ivan D. Merchant

RECEIVED
MAY 28 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6084

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 25, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

C. H. Savage Co.,
4126 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

The State Highway Commission on May 25, 1962 awarded to you State Highway Contract No. 6084 for the following project:

Cleaning and painting the Alsea River Bridge on Alsea Highway and the Willamette River Bridge on the Lebanon-Corvallis Highway in Benton-Linn-Lincoln Counties.

This award was based on your bid of $22,897.00 which was the low bid submitted to the Commission on May 25, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (BLAC)
I. D. Merchant

4-6610 Astoria Ferry Channel Dredging 1962
Project
#6085

RECEIVED
AUG 3 1962
FOR FILING
6085

August 3, 1962

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6085, awarded to Port of Astoria, for dredging the Astoria Ferry Channel on the Oregon Coast in Clatsop County.

This contract was completed on June 15, 1962, and was accepted by the Highway Commission on June 29, 1962 Final payment in the amount of $987.74 will be released to the contractor on or after August 10, 1962. The total contract amount is $32,924.75 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Phil Grossmayer Co.,
P. O. Box 1191
Portland 7, Oregon

cc: Port of Astoria
Port Docks
Astoria
Oregon

RECEIVED
JUL 30 1962
FOR FILING

6085

July 30, 1962

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract 6085, awarded to Port of Astoria, for dredging the Astoria Ferry Channel on the Oregon Coast in Clatsop County.

Semi-final payment in the amount of $2,953.41 will be released to the contractor on or after August 6, 1962. The retained percentage is $987.74.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: The Travelers Indemnity Co.,
Phil Grossmayer Co.,
P. O. Box 1191
Portland 7, Oregon

cc: Port of Astoria
Port Docks
Astoria, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 20, 1962

Section Astoria Ferry Channel — Kind of work Dredging

Highway Oregon Coast — County Clatsop — Section prefix 4-6610

Contractor Port of Astoria — Contract number 6085

Date of contract May 25, 1962 — Specified work days 20

Date work started June 6, 1962 — Work days used 0

Project authorization . . . . . $ 35,996.06 — Per cent of time elapsed 0 %
Exclusive of engineering . . . . $ 33,436.34

Estimated cost of completed project, exclusive of engineering . . . . . $ 32,924.75

Estimated per cent ~~overrun on~~ underrun . . . . . 6.3 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 2,559.72

Engineering cost to date $ 800.00, 31 % — Date project was completed June 15, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	~~GRADING~~	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		Dredging 100				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office on Monday, July 16.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUL 23 1962

NOTED
C. E. PAULSEN

Signed [signature] Resident Engineer

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Dredging 0.62				
Miles partially completed					
Miles completed	0.62				
Total estimated quantities (contract)	128,500 C.Y.				
Total quantities corrected to date	132,228 C.Y.				
Estimated quantities moved or placed to date	132,228 C.Y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Showers		
Wednesday	Overcast		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
JUN 19 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

11-6-10

6 0 8 5

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD F. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 19, 1962

Port of Astoria
~~Port Docks~~
Astoria
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6085, awarded May 25, 1962, for dredging the Astoria Ferry Channel on the Oregon Coast in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
JUN 19 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

4-6610
6175

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 19, 1962

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6085, awarded May 25, 1962, to Port of Astoria for dredging the Astoria Ferry Channel on the Oregon Coast in Clatsop County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

cc: The Travelers Indemnity Co.,
Phil Grossmayer Co.,
P. O. Box 1191
Portland 7, Oregon

RECEIVED
JUN 20 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6085

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 19, 1962

U. S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Subject: Astoria Ferry Channel Dredging
State Contract 6085
U. S. Corps of Engineers
Permit No. NPPKW-1.4
NPP 285/70b

Attention: Mr. T. W. Ragsdale
Chief, Operations Division

Gentlemen:

Please be advised that the State's contractor completed his work on the subject contract June 15, 1962, and removed all his equipment from the area June 16, 1962.

Very truly yours,

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson
Mr. F. D. Morgan
Mr. E. J. Hall

RECEIVED
JUN 19 1962
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JUN 8 1962
COMMISSIONERS
FOR FILING

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUEEN, SECRETARY
SALEM

6 6 1 2

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 8, 1962

Port of Astoria
Port Docks
Astoria
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6085, awarded May 25, 1962, for dredging the Astoria Ferry Channel on the Oregon Coast in Clatsop County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin June 20, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

cc: L. H. Young
J. D. Walker
Res. Engineer
Frank Morgan

RECEIVED
JUN 8 1962
FOR FHWA

COMMISSIONERS
ELMER L. HOLDEN, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6085

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 6, 1962

U. S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Subject: Astoria Ferry Channel Dredging
State Contract 6085
U. S. Corps of Engineers
Permit No. NPPKW-1.4
NPP 285/70b

Attention: Mr. T. W. Ragsdale
Chief, Operations Division

Gentlemen:

Please be advised that the contractor started work this date, June 6, 1962, on the dredging of the ferry channel between Astoria, Oregon, and Megler, Washington. This work is covered under your Permit No. NPPKW-1.4 and NPP 285/70b.

For your information, this contract was awarded to the Port of Astoria.

Very truly yours,

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson
Mr. F. D. Morgan
Mr. E. J. Hall

NOTED
G. S. PAXSON

RECEIVED
JUN 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1962
FOR FILING

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 23, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Port of Astoria
P. O. Box 569
Astoria
Oregon

The State Highway Commission on May 23, 1962 awarded to you State Highway Contract No. 6083 for the following project:

Astoria Ferry Channel Dredging Project in Clatsop County.

This award was based on your bid of $31,996.50 which was the low bid submitted to the Commission on May 23, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (BLAC)

RECEIVED
MAY 10 1962
FOR FILING

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Columbia R.-Dredging)-117.

23 April 1962

PUBLIC NOTICE

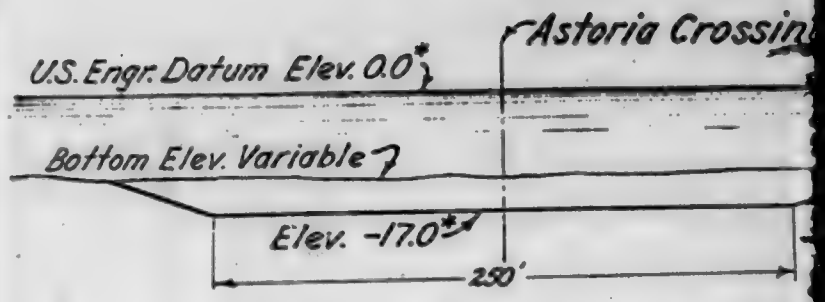
Oregon State Highway Department, Salem, Oregon, has applied to the U. S. Army Engineers for a permit to dredge the ferry channel in Columbia River between Astoria, Oregon, and Megler, Washington.

The proposed work is shown in a sketch on the reverse side of this notice.

Letters concerning the effect of the work on navigation are requested from all interested parties, particularly navigation interests and state, port and other local authorities. Replies to this notice should be addressed to the District Engineer and mailed to reach this office not later than 15 May 1962.

T. W. Ragsdale

T. W. RAGSDALE
Chief, Operations Division



TYPICAL SECTION
Not to Scale

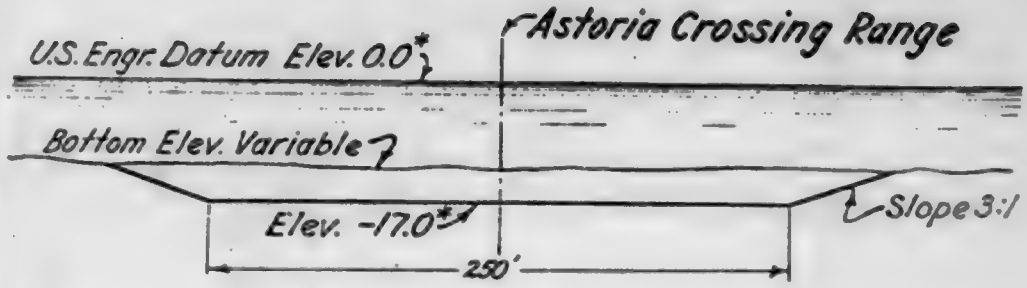
*Base
Low W

OREGON STATE HIGHWAY DEPART

ASTORIA FERRY CHAN
DREDGING PROJECT

CLATSOP COUNTY

MAY, 1962



TYPICAL SECTION
Not to Scale

*Based on Mean Lower Low Water Datum.

OREGON STATE HIGHWAY DEPARTMENT

ASTORIA FERRY CHANNEL DREDGING PROJECT

CLATSOP COUNTY

MAY, 1962

SHEET 2 OF 2

RECEIVED
APR 25 1962
FOR FILING
4-6-10

April 20, 1962

RE: ASTORIA-MEGLER FERRY
CHANNEL DREDGING

U. S. Army Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention: Chief Operations Division

Dear Sir:

Enclosed are two sets of Contract Special Provisions and two sketches showing the proposed channel dredging between Astoria, Oregon, and Megler, Washington, on the Columbia River.

We are applying for a permit to do the work covered in these specifications. In order that the work may be done at a time when there will be no interference to the fishermen, it is necessary that this contract be let on May 25. We, therefore, beg your indulgence and request your approval at the earliest possible date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

EFC:hl
Encls.

RECEIVED
APR 11 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1962

To:

SUBJECT: Proposed Channel Dredging
Astoria-Megler Ferry Range

Ivan Merchant
Bridge Engineer
DEPARTMENT

I am attaching herewith proposed special provisions and a plan covering a proposed channel dredging job on the Astoria-Megler ferry range.

Will you please work the project up for immediate letting, if possible, as there is a critical period between May 27 and June 16 when the work can be done without interfering with the fishermen's nets.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:sg
Attachments

cc: P. M. Stephenson
Tom Edwards

NOTED
P M STEPHENSON

6-1099 Davis Slough Br. Sec., Coos Bay- 1962
Roseburg Hwy.
#6086

RECEIVED
FEB 27 1963
FOR FILING

6076

February 26, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On February 6, 1963, you were notified of the release of final payment on contract #6086, awarded to North Bend Dredging Co. Inc., for structure-grading-paving on the Davis Slough Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Final payment on this contract is $7,294.74 and the total contract amount is $90,870.71, including $445.40 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: North Bend Dredging Co. Inc.,
Foot of Tower Street
North Bend, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FEB 19 1963
FOR FILING
6-1-11
6086

February 18, 1963

Glens Falls Insurance Co.
6th Floor Mills Tower
San Francisco 4, California

Attention: Mr. K. Peretti

Gentlemen:

Contract No. 6086 awarded to North Bend Dredging Co., Inc., was completed January 25 and accepted by the Highway Commission February 5, 1963,but to date we do not know the final contract price. As soon as this information is made available to us, we will advise you by letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY
PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

February 15, 1963

State of Oregon
State Highway Department
Salem 10, Oregon

Attn: Mr. Floyd Query
Secretary

Gentlemen:

Re. Bond No. 88-80-22
NORTH BEND DREDGING CO., INC; -to-
Oregon State Highway Commission -for-
Structure-grading-paving the
Davis Slough Bridge Section of
Coss Bay-Roseburg Highway
in Coos Bay County.
Contract No. 6086

We acknowledge receipt of your letter of February 6, 1963 advising completion of captioned job as of January 25, 1963 and acceptance by the Highway Commission of February 5th.

So that we may bring our records up to date, may we request that you kindly indicate the final contract price of said work - at the bottom of this letter. Upon receipt of this information, we will be in a position to properly close our file.

Your early attention to this matter will be sincerely appreciated.

Yours very truly.

K Peretti

Pacific Coast Bond Department

kp
Encl. self-addressed stamped envelope
for your convenience in replying.

RECEIVED
FEB 13 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 6 - 1963
FOR FILING

6086

February 6, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract #6086 awarded to North Bend Dredging Co. Inc., for structure-grading-paving the Davis Slough Bridge Section of the Coos Bay-Roseburg Highway in Coos County, was completed January 23, 1963, and was accepted by the Highway Commission on February 5, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before February 14, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

JS

cc: Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: North Bend Dredging Co. Inc.,
Foot of Tower Street
North Bend, Oregon

cc: L. H. Young
C. H. Maison

RECEIVED
FEB 6 - 1963
FOR FILING

6/049
6086

February 5, 1963

Oregon State Highway Commission

#6086

Gentlemen:

Work was completed January 25 on Contract 6086. The contract was with the North Bend Dredging Company, Inc., and was for work on the Davis Slough Bridge Section on the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 5, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JAN 7 1964
FOR FILING

FORM E-20 50M 11-61 40230

6086

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1963

SUBJECT:

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

O F F I C E

North Bend Dredging Company, Inc. completed work on the Davis Slough Bridge section on the Coos Bay-Roseburg Highway in Coos County, Contract No. 6086, on January 25, 1963. This contract is ready for acceptance by the Commission.

This is a State project and does not require final inspection nor concurrence in acceptance by the Bureau of Public Roads.

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query
D. B. Parkes

RECEIVED
FEB 5 1963
OFFICE OF
CIVIL RIGHTS ENGINEER

RECEIVED
AUG 7 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 15, 1962

To: MEMO TO FILE

SUBJECT: Construction Speed Zone
Coos Bay-Roseburg Highway

Agenda Item: 3c(4)

The State Highway Commission at its meeting of August 9 established the following temporary construction speed zone:

35 MPH ... on the Coos Bay-Roseburg Highway (Davis Slough Project) in Coos County, between M.P. 0.40 and 0.70, effective 8 a.m., PST, July 23, 1962.

F. B. Crandall
Traffic Engineer

njc

cc: Tom Edwards
L. R. Chandler
George Bates
G. L. Clark

RECEIVED
AUG 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
AUG 8 1962
FOR FILING

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1962

6086

To: ~~Mr. D. B. Parker~~
Contract Payments

OFFICE

SUBJECT: Davis Slough Bridge
Contract No. 6086

The notice of commencement on the subject project dated August 6, 1962 is in error. It should read North Bend Dredging Company, Inc. began work on the Davis Slough Bridge project on the Coos Bay-Roseburg Highway in Coos County, Contract No. 6086, on July 31, 1962.

Ivan D. Merchant
Bridge Engineer

WDG:dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
AUG 1962

FOR FILING
6 10 71
6616

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1962

SUBJECT: Davis Slough Bridge
Contract No. 6081

To: Mr. D. B. Parkes
Contract Payments

OFFICE

North Bend Dredging Company, Inc. began work on the Davis Slough Bridge project on the Coos Bay - Roseburg Highway in Coos County, Contract No. 6081, on July 31, 1962.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
DEC 23 1962
FOR FILING
6086

July 20, 1962

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 35-mile-per-hour construction speed zone on the Coos Bay-Roseburg Highway between M. P. 0.40 and M. P. 0.70 in Coos County.

This restriction will be placed in effect at 8:00 a.m., July 23, and is necessary because of highway construction on the Davis Slough Project.

This matter will be on the Highway Commission meeting agenda for August 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

pk hlb

FORM E-189

RECEIVED
JUN 18 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
SALEM
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

77

6086

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 18, 1962

North Bend Dredging Co. Inc.,
Foot of Tower Street
North Bend
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6086, awarded May 25, 1962, for structure-grading-paving the Davis Slough Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl

RECEIVED
JUN 18 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 18, 1962

Glens Falls Insurance Co.,
—Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6086, awarded May 25, 1962, to North Bend Dredging Co. Inc., for structure-grading-paving the Davis Slough Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

cc:
Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

RECEIVED
JUN 13 1962
FOR FILING

J B
L K

PARTNERS EMERITUS
Charles S. Barton
J. Stuart Leavy

PARTNERS
Harry Hollister
Addison P. Knapp
William B. Johnson
Gifford E. Bass
William W. Jewett
Ralph D. Floberg
H. Hallock Bartlett
Thomas J. Fohl
Thomas K. Sammons
Peter R. Smith

ASSOCIATES
Joe Battaglia
Clifford L. Beeler
Robert G. Bowden
G. H. (Hal) Burnett
John B. Charlton
Sidney D. Craford
Donald G. Drais
Clifford R. Herrall
Dean L. Jones
Howard H. Metcalf
Clarke P. Miller
William A. Missfeldt

LLOYD'S AGENCY

JEWETT, BARTON, LEAVY & KERN

AGENTS AND BROKERS

Professionalized Insurance Service Since 1870

LEWIS BLDG.—333 S. W. OAK • PORTLAND 4, OREGON • CABLE ADDRESS: HEWETT, PORTLAND • CAPITOL 2-1831

June 12, 1962

files

Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 6086
North Bend Dredging Company, Inc., Contractor
Glens Falls Bond 88-80-22

Gentlemen:

We enclose the above contract and bond in duplicate which are fully executed.

Very truly yours,

JEWETT, BARTON, LEAVY & KERN

APK:hp
Encls.

cc - North Bend Dredging Company, Inc.

RECEIVED
JUN 13 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 1962
FOR FILING

COMMISSIONERS
GLEN [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6086

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 5, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

North Bend Dredging Co. Inc.,
Foot of Tower Street
North Bend
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6086, awarded May 25, 1962, for structure-grading-paving the Davis Slough Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin June 16, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

cc: L. H. Young
L. R. Chandler
Res. Engineer
Ivan D. Merchant

RECEIVED
MAY 28 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6086

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 25, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

North Bend Dredging, Coos Bay
P. O. Box 186
Coos Bay
Oregon

Gentlemen:

The State Highway Commission on May 25, 1962, awarded to you State Highway Contract No. 6086 for the following project:

Structure-grading-paving on the Davis Slough Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

This award was based on your bid of $93,892.50 which was the low bid submitted to the Commission on May 25, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
DEC 1 1961
FOR FILING
SECTION: 6-1099
HIGHWAY:
6-276
COUNTY:

LOCATION PROSPECTUS

Davis Slough Bridge

Coos Bay-Roseburg
State Primary No. 35, Federal Aid Primary No. 14

Coos

TERMINI: M.P. 00.37 southbound lane, approximately 0.37 mile south of the junction of the Coos Bay-Roseburg and Oregon Coast Highways.

LENGTH: 0.10 Mile.

NARRATIVE: This will be a location survey to prepare plans, specifications, and estimates for the replacement of an existing structure. This project is on the State Construction Program, 1962 Budget.

CHARACTERISTICS:
ADT: 1960 - 1,800 1980 - 3,600
Curvature: Bridge on a 7°48' curve left
Central Angle: Total delta of said curve 76°15'30"

TYPICAL SECTION: The existing typical section within the bridge area consists of two 10-foot lanes with 3-foot shoulders. The proposed typical section (providing monies are available) will consist of two 12-foot travel ways with 8-foot shoulders.

BASE DESIGN: The tentative base design for the bridge approaches will be:

Paving	3½" A.C.
Top Course, Base	2 " Leveling
Bottom Course, Base	6 " Crushed
Selected Material	12 " Sand
Total Depth	23½"

MATERIAL SOURCES: Local State and commercial.

ADDITIONAL FACILITIES:
Interchanges - None.
Railroad Crossings - None.
Bridges - Replacement of the existing bridge, which has an OAL of 239', an H.C. of 23', built in 1916, with a new reinforced concrete bridge with a horizontal clearance of 30'.

ACCESS: No changes.

AGREEMENTS: None required.

STATE PARKS
& REST AREAS: None affected.

November 22, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
F. D. Morgan (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (3)

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

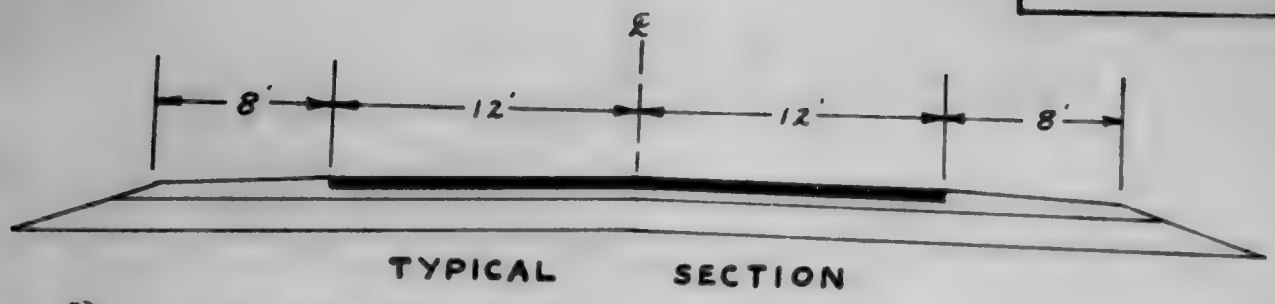
PROSPECTUS MAP

DAVIS SLOUGH BRIDGE

COOS BAY - ROSEBURG HIGHWAY

COOS COUNTY

Scale 1" = 200' NOV., 1961



TYPICAL SECTION

SEC. 27, T26 S., R.13 W., W. M.

S-320(3) Deschutes Co. Roads Oiling 1962
Proj., FAS 691 & 891, vicinity
#6087 of Bend

CHA
2512

OREGON STATE HIGHWAY DEPARTMENT

NOTED [illegible] NOTED NOTED DON HARWELL

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-30-62	cc-788		509-1063-297

Contract 6-C-[illegible]
L-330(2) & L-[illegible](1)

- Deschutes County
- Courthouse
- Bend, Oregon
-
- Attn. County court

NOTED
R. H. PRANGE

INVOICE NUMBER **76752**

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Deschutes County Roads Oiling, FAS Routes 691 and 891, covered by agreement dated May 25, 1962.			NOTED
Original advance deposit		$3,500.00	
Less amount previously transferred		3,000.00	
Balance advance deposit			$500.00
County share as per attached statement		3,104.24	
Less amount previously transferred		3,000.00	
			$104.24
To be refunded			$395.76

RECEIVED
OCT 30 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

October 30, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
V. R JONES

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

Gentlemen:

Final costs are now available on the Deschutes County Roads Oiling on FAS 691 and 891, Contract No. 6087, as shown in the enclosed cost statement.

In accordance with an agreement dated May 25, 1962, a refund of $395.76 is due the county. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

Contract 6087

RECEIVED
OCT 1962
BUREAU OF PUBLIC ROADS

Control section or job number

Project report number

For 1-2A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Deschutes

Project number: S-490(1)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6087

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 29, 19 62, is hereby modified as follows:

Revised estimated total cost of project	$ 3,797.00
Revised Federal funds	$ 2,408.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4 day of October, 19 62.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By P. L. Tuttle

Asst State Hwy. Engr.
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
Division Engineer

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

October 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Eagle Road-Hamby Road Section, Project No. S-490(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

RNC:lt

Enc.

NOTED
H. S. COX

July 30, 1962

NOTED
JOHN D. GRAHAM

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
DON HARWELL

NOTED
V. R. JONES

Gentlemen:

This is to advise you that work on the Deschutes County Roads Oiling Sections on FAS Routes 691 and 891 in Deschutes County was completed on June 29, 1962.

Under the terms of the agreement dated April 13, 1962, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

RECEIVED
JUL 27 1962
FOR FILING

6087

July 27, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6087, awarded to Babler Bros. Inc., for oiling county roads (FAS 691 and 891) in Deschutes County.

This contract was completed on June 29, 1962, but has not as yet been accepted by the Commission. Final payment in the amount of $15,364.13 will be released to the contractor after acceptance by the Commission. The total contract amount is $15,364.13, of which amount $123.13 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

RECEIVED
JUL 3 1962
FOR FILING

July 3, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 29, 1962, on Contract No. 6087, Deschutes County Roads Ciling Section, in Deschutes County, in connection with Federal Aid Project No. S-320(3), S-490(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

cc: H. S. Cox

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30, 1962

Section Deschutes County Roads Oiling — Kind of work Oiling

Highway FAS Rtes. 691 & 891 County Deschutes — Section prefix 509-1063

Contractor Babler Bros., Inc. — Contract number 6087

Date of contract May 25, 1962 — Specified work days 40

Date work started June 21, 1962 — Work days used 9

Project authorization $ 17,021.25 — Per cent of time elapsed 22 %

Exclusive of engineering $ 15,810.85

Estimated cost of completed project, exclusive of engineering $ 18,240.40

Estimated per cent overrun [redacted] 7.16 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,210.40

Engineering cost to date $ [redacted] 665.00 54.7 % — Date project was completed June 29, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None		None		None	100	Comml. Purchase

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

June 21: Preparation of Base started.

June 22: Binder Course placed.

June 25 & 26: Oil Mat placed.

June 27 to 29: Rolling & Brooming continued.

Semi-final extimate will be submitted to Div. Office on - Monday, July 2.

NOTED R. L. PORTER

FINAL REPORT

RECEIVED JUL 3 1962

NOTED

Signed R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				3.1	
Miles partially completed					
Miles completed				3.1	
Total estimated quantities (contract)				1,400 c. y. 120 ton	
Total quantities corrected to date				1,380 153	
Estimated quantities moved or placed to date				Same	
Average daily quantities				460 (3)	
Average daily quantities necessary to complete project on time				Complete	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				11	
Men				6	
Supervision				1	
Men and trucks under 3 tons					
Men and trucks over 3 tons				4	
Men and tractors					

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ..... Loaders 1; Distributers 1; Rock Spreaders 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair-Warm		
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	" "		
Saturday			

RECEIVED
JUL 3 1962

Ltr. 6087

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING 6-106

FORM PR-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Deschutes

PROJECT NO.: S-320(3)

PROJECT REPORT NO. S-320(3)

6087

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. US 20 N. 2.6 Miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-30-62	2.6
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,838.00	$ 8,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Potter

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund,
Administrative Manager

Date executed by Division Engineer June, 29, 1962

X PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

June 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the Hanby Road Section, Project No. S-320(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:mmb

June 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hamby Road Section, Project No. S-320(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-320(3)

RANCH ROAD SECTION OF FAS ROUTE 651

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 20, 1962

Type Code 3210
Roadway (M.P. 0.0 to M.P. 2.6)(Contract 6087)

Preparation of Base	2.6 miles	$300.00	$ 780.00
3/4" - 0 Material in Binder Course	250 cu.yds.	5.50	1,375.00
Furnishing and Placing Aggregates	920 cu.yds.	5.50	5,060.00
MC-250 Asphalt	42 tons	50.00	2,100.00
200-300 Asphalt	58 tons	50.00	2,900.00
Sprinkling	80 M-gals.	3.00	240.00
			$12,455.00
Flagging (57½¢ of Contractor's Cost)	All Required		125.00
	Subtotal		$12,580.00
	10% Engr. & Cont.		1,258.00
	Total		$13,838.00

Length of Roadway - - - - - - - - - - - - 2.600 Miles
Cost of Roadway Per Mile - - - - - - - $5,322.30

Federal Funds -	$ 8,700.00
State Funds -	2,569.00
County Funds -	2,569.00
	$13,838.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920, Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUL 3 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 6

PROJECT REPORT NO. 3

FOR PR-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Deschutes

PROJECT NO.: S-490(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cr. JC. Hamby Rd.. 5 Mi. N. US 20 W.. 5 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-30-62	0.5
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,805.00	$ 1,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Foster

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BY A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer June 29, 1962

X PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

June 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the Eagle Road-Hamby Road Section, Project No. S-490(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

June 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreementfor the Eagle Road-Hamby Road Section, Project No. S-490(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-490(1)

EAGLE ROAD-HANEY ROAD SECTION

OF FAS ROUTE 491 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 20, 1962

Type Code 3210
Roadway (M.P. 0.0 to M.P. 0.5)(Contract 6087)

Preparation of Base	0.5 mile	$300.00	$ 150.00
3/4" - 0 Material in Binder Course	50 cu.yds.	5.50	275.00
Furnishing and Placing Aggregates	180 cu.yds.	5.50	990.00
MC-250 Asphalt	8 tons	50.00	400.00
200-300 Asphalt	12 tons	50.00	600.00
Sprinkling	20 M-gals.	3.00	60.00
			$2,475.00
Flagging (37½¢ of Contractor's Cost)	All Required		75.00
		Subtotal	$2,550.00
		10% Engr. & Cont.	255.00
		Total	$2,805.00

Length of Roadway - - - - - - - - - - - 0.500 mile
Cost of Roadway per Mile - - - - - - $5,610.00

Federal Funds -	$1,700.00
State Funds -	552.50
County Funds -	552.50
	$2,805.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUN 25 1962

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6087

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
June 22, 1962

Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6087, awarded May 25, 1962, for oiling county roads FAS 691 and 891 in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 22 1962
FOR FILING

June 22, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 21, 1962, on Contract No. 6087, Deschutes County Roads Oiling Project, in Deschutes County, in connection with Federal Aid Project Nos. S-320(3) and S-490(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:cr

RECEIVED
JUN 22 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
June 22, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6087, awarded May 25, 1962, to Babler Bros. Inc., for oiling county roads FAS 691 and 891 in Deschutes County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
JUN 15 1962
FOR FILING
6087

June 15, 1962

Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Gentlemen:

We received this morning the two copies of contract #6087 awarded to you on May 25, 1962, for oiling county roads FAS 691 and 891 in Deschutes County. We are returning them to you for an apparent oversight.

Everything is in order with the exception of your corporate seal, which must accompany your signatures on the Contract (7) and Bond (9) pages.

Please take care of this matter at your earliest convenience and thank you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

NOTED
Harold C. Ayers

NOTED
H. S. COX

June 7, 1962

NOTED
DON HARWELL

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $3,500 for the Deschutes County Roads Oiling Sections of FAS Routes 891 and 891. Contract No. 6087 has been awarded to Babler Bros., Inc., of Portland.

A copy of the contract and a set of plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

RECEIVED
JUN 6 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 7, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6087, awarded May 25, 1962, for oiling Deschutes County Roads, FAS 691 and 891, Deschutes County

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin June 19, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

cc: L. H. Young
Dean Swift
Res. Engineer
Frank Morgan

RECEIVED
JUN 11 1962
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

6087

Salem, Oregon
May 31, 1962

FAS Project Agreement
Deschutes County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer
County & City Relations Div.

Attached is a partially signed copy of an agreement with Deschutes County covering the Deschutes County Roads Oiling Project on FAS Routes 691 and 891.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Deschutes County.

Secretary

rm
Attach: 1

FORM E-30 BOM 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 28, 1962
Salem, Oregon

To: Mr. R. L. Porter
O F F I C E

SUBJECT: FAS Project Agreement
Deschutes County

Floyd Query

NOTED
FLOYD QUERY

Attached are three copies of an agreement covering the Deschutes County Roads Oiling Project on FAS Routes 691 and 891. Two copies have been executed by the proper county officials.

The agreement was approved May 25 by the Highway Commission but had to be returned to Deschutes County for seal and attestation. Both of the signed copies require your signature of approval and then may be forwarded to the Secretary for certification and distribution.

~~Page 33797~~ Page 3-430

The project was previously approved by the Commission on September 29, 1960, December 8, 1961, and April 13, 1962.

Don Harwell
Mapping-Records Engineer
County and City Relations Division

DNH:mm
Att.

Ruth,
for dist
file

RECEIVED
MAY 31 1962
FOR FILING

May 31, 1962

County Court of Deschutes County
Court House
Bend, Oregon

Gentlemen:

We are enclosing for the records and files of Deschutes County a fully executed copy of an agreement between the State Highway Commission and Deschutes County covering the Deschutes County Roads Oiling Project on FAS Routes 691 and 891.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-28-62	CC 752		509-1063-297 NOTED Harold C. Ayers

- Deschutes County
- Bend, Oregon
- Attn: County Court
-

INVOICE NUMBER 74589

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$3,500.00
Partial transfer of county advance deposit for Deschutes County Roads Oiling, FAS Routes 691 and 891. Covered by agreement dated May 25, 1962.			
To be retained	NOTED R. H. PRANCE		3,000.00
			$ 500.00

RECEIVED
MAY 28 1962
ENGINEER
COUNTY & CITY RELATIONS

A 150 (REVISED 7-60)

RECEIVED
MAY 28 1962

FORM E-123
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
May 25, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Babler Bros. Inc.,
4617 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

The State Highway Commission on May 23, 1962, awarded to you State Highway Contract No. 6087 for the following project:

Deschutes County Roads Oiling Project on FAS Routes 691 and 891, Deschutes County.

This award was based on your bid of $14,930.00 which was the low bid submitted to the Commission on May 23, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
Harold C. Ayers

NOTED
V. R JONES

NOTED
H. S. COX

NOTED
DON HARWELL

May 24, 1962

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Gentlemen:

This will acknowledge receipt of your check for $3,500 for the advance deposit covering the County's share of the Deschutes County Roads Oiling Project on FAS Routes 691 and 891.

As per agreement between the County and State, the amount of the advance deposit is as follows:

Bid Items	$14,930.00
Flagging	200.00
Eng'ring & Contingencies, 12-1/2%	1,891.25
Estimated Total Cost.....	$17,021.25

County Advance Deposit:
20% of $17,021.25 = $3,404.25 - or say $3,500

This project will be awarded to Babler Brothers, Inc., the low bidder. There were two bids received on this contract: $14,930 and $15,925.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R JONES

NOTED
Herold C. Ayers

NOTED
H. S. COX

Salem, Oregon
May 24, 1962

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Advance Deposit
Deschutes County

Mr. C. H. Maison
O F F I C E

NOTED
JOHN D. GRAHAM

Attention: Mr. John Herr

Attached is a check from Deschutes County for $3,500 which is the amount required as advance deposit on the Deschutes County Roads Oiling Project on FAS 691 and 891.

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Att.

cc: Floyd Query

NOTED
H. S. COX

May 4, 1962

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Deschutes County Court
Courthouse
Bend, Oregon

Gentlemen:

Enclosed are two copies of an agreement in connection with the Hamby and Neff Roads Oiling Project on FAS Routes 691 and 891.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The low bid received plus 12-1/2% for contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records.

It would be appreciated if the signed copies could be returned to this office by May 15 as it is presently planned to let the contract on May 23.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.

RECEIVED
MAY 1962
FOR
S-320(3)
1087

April 30, 1962

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

S-320(3) and S-490(1)
Oiling Deschutes County
Roads FAS 691 & 891

I forward herewith a copy of a certification as to the adequacy of prior construction done by Deschutes County preparatory to the proposed subject named FAS project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:bb

cc: R. L. Porter
F. D. Morgan
H. S. Cox

SUBJECT: Federal Aid Project No. S-320(3) & S-490(1)

FAS Route No. 691 & 891

Name of Project Hamby & Neff Road.

County of Deschutes.

NOTED
DON HARWELL

NOTED
H. S. COX

This is to certify that that portion of the above project as constructed by Deschutes County has been constructed to accepted State standards. Any and all materials placed by the County have been properly compacted to approved width and depth. All materials incorporated within or produced for the project conform to applicable Oregon State Highway specifications.

APPROVED Dean Davis
Division Engineer

APPROVED F. B. Klaboe
and
Construction Engineer

cc: H. S. Cox
G. W. Harra

FORM E-30X—80M—8-61—36892

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1962

NOTED
H. S. COX

To: Mr. Dean Swift
Division Engineer
Bend, Oregon

SUBJECT: Hamby Road and Neff Road
County Roads
Deschutes County

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Before the Bureau of Public Roads will concur in advertising the oiling on a County Road project, it is necessary that we furnish them with a certification that the base and surfacing has been constructed in accordance to accepted State standards.

Will you please complete and return the attached certification for the Hamby Road and Neff Road, FAS 691 and 891, Deschutes County roads.

We wish this certification in this office by Friday, April 27 if at all possible.

F. D. Morgan
Construction Engineer

by

NOTED
JOHN D. GRAHAM

Edwin A. Pease
Construction Office Engineer

EAP:db

Attach.

cc: H. S. Cox

RECEIVED
APR 24 1962
ENGINEER
COUNTY & CITY RELATIONS

OREGON STATE HIGHWAY DEPARTMENT

[illegible] GEOLOGICAL EXPLORATION [illegible]

Construction Division

NOTED
DON HARWELL
NOTED
H. S. COX

Project _____ Highway _____ Date _____

County _____ Dist. Engineer _____ Prefix _____

Exploration equipment used _____

Exploration error: Cut, depth _____ ft. Embankment height—Rock ht. _____ ft.

_____ Station _____ Lt. _____ C. L. _____ Rt. _____

Survey—Quarter—Location _____

Hole location _____

Hole—Horizontal hole _____ Vertical hole _____

_____ Station _____ Lt. _____ C. L. _____ Rt. _____

Hole No. _____

Material Symbols	Depth Feet	Record Hrs., Rate and Methods Operations Including Water Pressures
		[illegible]
		[illegible]
0 - 5½	A 7314	Ground (Fill Rock) [illegible]
5½ - 15½		Grd base
[illegible]		[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION [illegible]G
Construction Division

Project Mt. Hood Road Highway Deschutes County F.A.S. 841 Date 4-27 19 64
County Deschutes Res. Engineer Bob Clark Prefix 37 (1) 22
Explor[illegible] equipment used Hand Tools
Explanation area Cut, depth [illegible] ft. Embankment fonds.—Emb. ht. ft.
Station [illegible] Lt. C. L. ✓ Rt
Borrow—Quarry—Location
Hole location
Slide—Horizontal hole Vertical Hole
[illegible]
Hole No

Ground Surface Elevation	Sample Data S D Sheet No	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
		M.P. .27 from Jct of Hamby and Mt
		2 ½
0-15"	A99199	P.T. Run Gravel
		The [illegible] on this as [illegible] previously reported check for depth of base at MP .25 and recorded as 4½"

Distance from ground surface to various soil and rock formations

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Construction Engineer

Elliott Parker by K J Olson
Soils Geologist or Tester

Form D-20-4.53 Rev-4-55

[illegible] STATE HIGHWAY DEPARTMENT
[illegible] GEOLOGICAL EXPLORATION
Construction Division

Project Neff Road Highway Coun. Rd. FAS 891 Date 4-15, 1962

County [illegible] Res. Engineer [illegible] Profile [illegible]

Exploration equipment used [illegible]

Exploration area: Cut, depth [illegible] ft. Embankment—Ends, lt. [illegible] ft.

[illegible] Station [illegible] Lt. [illegible] C.L. [illegible] Rt. [illegible]

Source—Quarry—Location [illegible]

Hole Location [illegible]

Slide—Horizontal hole [illegible] Vertical hole [illegible]

[illegible] Station [illegible] Lt. [illegible] C.L. [illegible] Rt. [illegible]

Hole No. [illegible]

Ground Surface Elevation	Sample No. or Run No.	Description of Soil and Rock Strata and Remarks on Rate of Progress, Water Levels, and Drilling Difficulties
* Copy attached		.25 Mi. west from Jct at Hamburg
Redrilled & Corrected dated 4-24-62		
0-4½'	* A 71319	Gravel (P.C. Rock)
4½		Soil & Rock over in Culvert.
		[illegible]
	* A 71319	Gravel PC Rock
15½		Soil & Rock (Red Run Gravel)
		Soil & Rock

This copy for Construction Engineer

b Elliott Parker

OREGON STATE HIGHWAY DEPARTMENT

SOIL AND GEOLOGICAL EXPLORATION

Construction Division

Project Humbug Rd Highway FAS 691 Date 4-15 , 1962

County ____ Des. Engineer ____ Prefix ____

Exploration equipment used ____

Exploration area: Cut, depth ____ ft. Embankment fresh—Bank ht. ____ ft.

____ Station ____ Lt. ____ C. L. ____ Rt. ____

Borrow—Quarry—Location ____

Hole location ____

Hole—Horizontal hole ____ Vertical hole ____

____ Station ____ Lt. ____ C. L. ____ Rt. ____

Hole No. ____

General Surface Elevation	Depth Feet B.S. Hours Hr.	Character and Color, Rock and Moisture Conditions Including Drilling Rate for Power Equipment
14'	4 2 3/4	Ground (Pit Run) Mix base
		sand & gravel old base
		Soft clay
		Hit rock
11'10	4 13.9	Ground (Pit Run) Mix base
		Sand & Gravel old base
		Soft & Rock

Remarks: Report a depth for each hole. Hold casing at end of day. Show cause for all complete holes. For horizontal holes indicate above hour meter for each hole. Record water level and if caved in holes after standing period.

Engineer ____ by ____

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project Hawby Road Highway Deschutes County FAS 691 Date 5-24 19 64
County Deschutes Res. Engineer Bob Clark Profile 37-1480-90
Exploration equipment used Hand Tools
Exploration area: Cut, depth ft. Embankment fouda—Emb. ht. ft.
Station Lt. C. L. ✓ Rt.
Borrow—Quarry—Location
Hole location
Slide—Horizontal hole Vertical Hole

Hole No.

Original Surface Elevation	Depth Feet B.M. Sheet No.	Describe Soil, Rock and Moisture Condition Describe Drilling Rate for Power Equipment
		M.R. .83

Distance from ground surface to vertical soil and rock boundaries

0-6½' A 60726 Pit Run Gravel (New) (Old)
" " "
6½-15' A 71319

NOTE: Prepare a sheet for each hole. Hole caving at end of day. Show zones for all samples taken. For horizontal holes indicate above from under face by rough station. Show water zones and level of water in hole after waiting period.

This copy for Construction Engineer

Elliott Parker by K. H. Olson
Name, Designation or Initials

OREGON STATE HIGHWAY DEPARTMENT

SOIL [redacted] GEOLOGICAL EXPLORATION [redacted]

Construction Division 6

Project Hamby Road Highway Deschutes County FAS [redacted] 44-24 1962

County Deschutes Res. Engineer Bob Clark Proj. No. 32-1[redacted]-96

Exploration equipment used Hand Tools

Exploration area: Cut, depth ..... ft. Embankment fresh—Sink ht. ..... ft.

..... Station ..... Lt. ..... C. L. ..... Rt. 4'

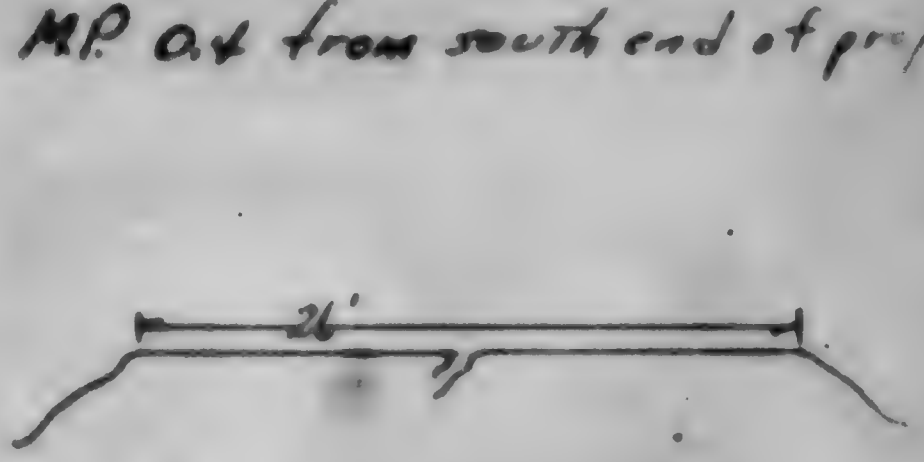
Borrow—Quarry—Location .....

Hole location .....

Slide—Horizontal hole ..... Vertical hole .....

[redacted]

Hole No. .....

Original Surface Elevation	Depth to Rock or Hard Pan	Description of Material and Remarks (Including Water Encountered)
		M.P. 0.4 from south end of proj
		
0-17%	A 2200	RT Ron Gravel
		Change in the line no old base below.

Distance from ground surface to rock and hard pan

NOTE: Prepare a sheet for each hole. Start reading at end of line. Show zones for all geologic units. For horizontal holes indicate above these under line by weight (pulls). Mark water stream and level of water in hole after resting period.

This copy for Construction Engineer

Elliott Parker by K F Allen

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Deschutes County Roads FAS [illegible]
Highway: Deschutes County Rds.
Contractor: Contract No.
Submitted by: R.H. Clark

Postx No. 37-1420-91
County: Deschutes.
F. A. Project No.
Date reported: Sept. 30, 19[illegible]

REPORT ON SAMPLE OF CRUSHED AGGREGATE

Source of material: Existing fill 200' west of Hamby Rd. on Spur
Sampled at: Shoulder
To be used: Base Surfacing
Sampled by: K.F. Olson
Date received: Sept. 28, 1
Quantity represented:

TEST REPORT

Laboratory No. 335327
Date Sheet No. A71319
Type of material: Gravel
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Course Aggregate
1½	0	0	
1	0.4	0.4	
¾	0.7	1.1	
½	3.1	4.8	
⅜	9.7	13.9	
10	21.4	35.3	
40	19.4	54.7	
80	26.8	81.5	
200	13.0	94.5	
Pass	5.5	5.5	
Total	100		

Abrasion, per cent wear, Los Angeles Rattler: Insuff. Large
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot: 2.76
Unit weight, loose, lbs. per cubic foot
Fineness Factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural Sand
Manufactured Sand: Good
Plasticity Index: Natural Sand: 0
Manufactured Sand
Depended material
Liquid limit: Natural Sand: 25
Manufactured Sand
Depended material
Fineness
Sand equivalent
Date sampled

Material as represented by this sample [illegible] suitable for use.
[illegible] Insufficient large material for abrasion.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Registration Office
x Division Engineer Shiff
x Resident Engineer R.H. Clark
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x Parties
[illegible]

MEMO TO J. W. NASH

Date: 4/19/62

NOTED
DON HARWELL

FAS 891, Deschutes COUNTY

TERMINI: From Eagle Road 1.0 mile east of Bend easterly to FAS 691 1.5 miles east of Bend. Eagle Road-Hamby Road Section.

NO

PROPOSED WORK: [redacted] Construct 20' 0-9 oil wearing surface.

NOTED
JOHN D. GRAHAM

PROJECT LENGTH: 0.5 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$4,000	$2,400	$ 800	$ 800	(County)

EXISTING FACILITIES: 26' roadway to be graded and surfaced by Deschutes County to result in a 12" base course and 2" leveling course.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:

[redacted]/EAST END: Connects with FAS 691.

[redacted]/WEST END: 20' bituminous surface. 3' shoulders.

PROJECT DATA: Construct a 20' 0-9 oil mat wearing surface on a section which [redacted] the county graded and based. The work will be included in the contract for oiling of an adjacent section of FAS 691.

RIGHT OF WAY: None.
ACCESS CONTROL: None required.

RR XING: None.
MINIMUM DESIGN STANDARDS: None.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Serves suburban area adjacent to Bend metropolitan area. School bus and mail route. Some irrigated farm lands raising hay and potatoes.

VRJ:mm
(Supersedes Memo dated 4/16/62)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

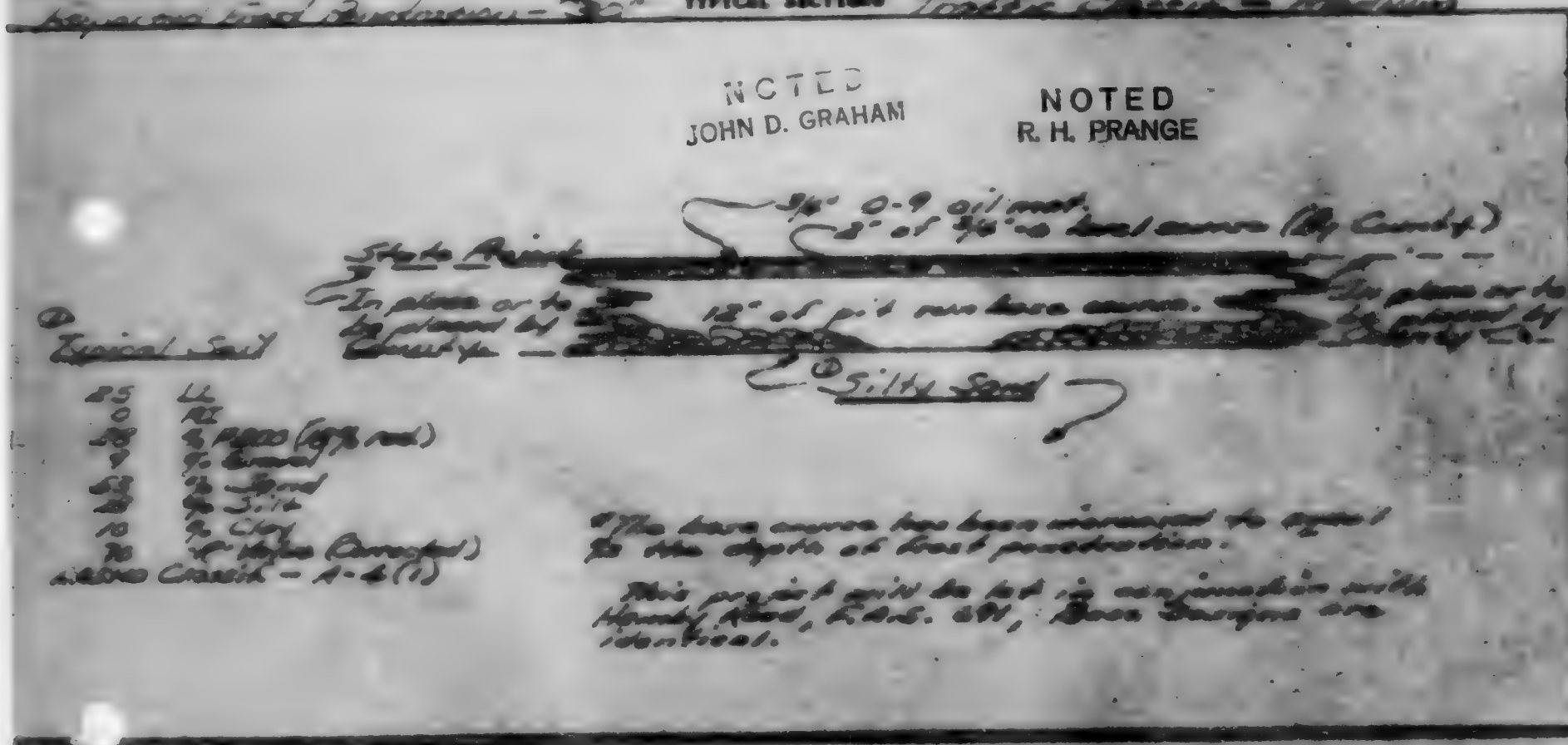
NOTED
DON HARWELL

Section N.E. Bend Highway F.A.S. 891 County Deschutes Profile
Des. Engr. R.L. Clark Length of Project 3.01 Miles. Beg. End. Date 8-17-62

Typical Sections Typical Cross-Section Medians

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE



Location	Lab. No.	Sub.	Type of Material	Min. Max.	% Pass No. 4 Sieve	% Pass No. 40 Sieve	Standard Laboratory	Sodium Sulphate Loss %	LL	PI	Date Sampled
Suitable material source to be determined by the Engineer.											
Borrow Type -- County pit source.											

Submitted by: [signature] Deputy State Highway Engineer
Approved by: [signature] Chief Construction Engineer

Approved by: [signature] Deputy State Highway Engineer

cc: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Salem, Oregon
April 16, 1962

NOTED
DON HARWELL

Mr. Dean Swift, Division Engr.
P.O. Box 1249
Bend, Oregon

Road Oiling, Neff Road
FAS 691
Deschutes County

On April 13, the Highway Commission approved the county FAS project described in the attached tabulation. Copies of the tabulation, with map attachments, were sent to you at an earlier date.

The cancellation of the Reservoir Road-Oak Grove section of FAS 302 in Hood River county was also approved.

Verne R. Jones
County and City Relations Planning Engineer

VRJ:eb
cc: F. D. Morgan
J. E. Morelock
F. W. Yarbrough

att: 62-C

PROPOSED FAS PROJECT
DESCHUTES COUNTY (1963 Funds)

FAS 891, Neff Road: Eagle Road-Hamby Road Section, 0.5 mile, oiling, $4,000.

A 20-foot 0-9 oil mat wearing surface will be placed on this section. The work will be performed at the same time as the oiling on the Hamby Road which adjoins on the easterly end. The County has completed the grading and placing of base material.

Comm approved
4-13-62

62-c
4/9/62

DESCHUTES COUNTY

STATE OF OREGON

BEND, OREGON

NOTED
Mabel E. Ayers

D. L. PENHOLLOW, County Judge
CHARLES L. PLUMMER, Roadmaster

FRED C. SHEPARD, Commissioner
GEORGE F. BAKER, Commissioner

April 4, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

Mr. H. S. Cox
County, City Relation
State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

Dear Mr. Cox:

Deschutes County respectively requests the inclusion for oiling of the Neff Road; twenty (20) feet wide, 0.5 mile long with an 09 oil mat.

Sincerely,

D. L. Penhollow

D. L. PENHOLLOW
County Judge

DLP:bp

RECEIVED
APR - 5 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
U. S. C.

NOTED
DON HARWELL

Salem, Oregon
April 11, 1962

Mr. F. D. Morgan
Construction Engineer
O F F I C E

Deschutes County Roads Oiling
FAS Routes 899 and 691
Proposed Revision

NOTED
V. R. [illegible]

Deschutes County has requested that oiling of the George McAllister Road, FAS 899, which is included in the 1962 project, be postponed until a later date. (1963)

The County further requests that the oiling of a 0.5 mile section of the Neff Road, FAS 891, be substituted and oiled this year and contracted with the Bamby Road, FAS 691. This addition to the project will be submitted to the Highway Commission for approval at its next meeting.

Verne R. Jones
County & City Relations Planning Engineer

VRJ:ms
Att: Tab. 62-e

NOTED
R. H. PRANGE

cc: Dean Swift
J. E. Marelock
L. E. Young
F. W. Yarbrough
Frank Hall

NOTED
DON HARWELL

Salem, Oregon
March 29, 1962

NOTED
Harold C. Ayers

Mr. Dean Swift, Division Engineer
Oregon State Highway Department
Box 1249
Bend, Oregon

Inspection & Testing
County FAS Projects
(Deschutes County)

NOTED
E. JONES

Hamby Road, FAS 691, is on the schedule for oiling May 23, 1962. As this road project is of a cooperative nature in that the County placed the base, it will be necessary that a certification of base adequacy be submitted. This document must be furnished by May 2, 1962, in order that Hamby Road may be placed on the above mentioned May 23 letting.

The George McAllister Road Section, FAS 899, will not be included in the 1962 contract as the County will not have their work completed in time. It will probably be included in a project for construction in 1963, and if so, certification of the base surfacing performed by the County will be required.

H. S. Cox
County & City Relations Engineer

VRJ:mm

cc: F. D. Morgan
L. H. Young
J. W. Nash

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
R. H. PRANGE

December 15, 1961

Mr. Charles Plummer
Deschutes County Roadmaster
Courthouse
Bend, Oregon

NOTED
Harold C. Ayers

FAS 899 and 691

Dear Mr. Plummer:

I am enclosing the approved base designs to be used on the construction of the George McAllister and Hamby Roads which are included in the 1962 FAS oiling project in Deschutes County. Under Bureau of Public Roads' regulations, the State Highway Department will be required to certify that the base has been constructed to satisfactory highway department standards. To comply with this some checking and inspection of your work by the State Highway Department will be required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
County and City Relations Planning Engineer

VRJ:mm

cc: Dean Swift
G. L. Decker

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
V. R. JONES

MEMO TO J. W. NASH December 11, 1961

FAS 691, DESCHUTES COUNTY

TERMINI: From junction with FAS 397 2 miles northeast of Bend to FAP 21 2 miles east of Bend. Hamby Road Section.

PROPOSED WORK: Construct 2-lane 0-9 oil mat 20' wide.

PROJECT LENGTH: 2.6 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$16,000	$9,600	$3,200	$3,200 (County)

EXISTING FACILITIES: 26'-wide cinder base and wearing surface under construction by County to State Highway Dept. standards. No sub-standard grade or alignment. Base surfacing will be 12" and the leveling course 2" in depth as shown on the base design provided by the Soils Division.

ADJACENT SECTIONS:
NORTH END: FAS 397. 20' 0-11, 4' shoulders.
SOUTH END: FAP 21.

PROJECT DATA: Construct 20' wide 0-9 oil mat on grade and base prepared by County to State Highway Dept. standards. County to place 2' to 3' shoulders without Federal participation. State will inspect materials and construction.

ROW:	60' minimum.
ACCESS CONTROL :	None.
RR XING:	None.
MINIMUM DESIGN STANDARDS:	No exceptions.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None.
[redacted]	

ROUTE DATA: Submitted under Oregon Project S-320(1).

VRJ:mm

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
V. R JONES

NOTED
H. S. COX

Salem, Oregon
November 6, 1961

Mr. Dean Swift, Division IV Engineer
State Highway Department
P. O. Box 151
Bend, Oregon

Proposed FAS Projects
Deschutes County

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

Enclosed are three copies of a tabulation, with map attachments, describing proposed FAS projects in Deschutes County.

These projects will be submitted to the Highway Commission for approval at their next meeting.

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl: Tab. 61-g

cc: Tom Edwards
J. E. Morelock
G. L. Decker

DESCHUTES COUNTY
PROPOSED PROJECTS (Fiscal Year 1963 Funds)

FAS 899: George H. McAllister Road; Indian Ford-Camp Polk Section; 6.7 miles; $42,000.

A 20' 0-11 oil mat will be placed on this road over its entire length. The County will grade, place base surfacing and leveling course.

FAS 691: Hamby Road; Butler Market Road-Central Oregon Highway Section; 2.6 miles; $16,000.

A 20' 0-9 oil mat will be placed on this section. The County will grade and place base surfacing and a leveling course.

The County expects to have its work completed and ready for contracting on both FAS routes by May 31, 1962.

Hwy Comm approved 12/8/61

61-g
11/6/61

NOTED
H. S. COX

COUNTY ROAD FAS PROJECT DATA

1. Name of County Deschutes FAS No. 691

2. County Road Name Hamby

3. Section Name Butler Mkt Rd-Central Oregon Hwy Length 2.6

4. Type of Project Oiling (See Sub. 61-9)
None Needed

5. Survey to be done by: State _____ County _____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No ____
None

Will it be furnished? Yes ____ No ✓

7. Wearing Surface: Type O-9 Width 20 Shoulders 2

8. Grading & Drainage:

By County ✓ County Date of Completion May 31, 1962 By Contract ____

9. Bottom Base Course:

By County ✓ County Date of Completion May 31, 1962 By Contract ____

10. Leveling Course:

By County ✓ County Date of Completion May 31, 1962 By Contract ____

11. Wearing Surface:

By County ____ County Date of Completion _____ By Contract ✓

12. Clearing:

By County ____ County Date of Completion None By Contract ____

13. Is there any merchantable timber on right-of-way? Yes ___ No ✓

14. Will timber be reserved for owner? Yes ___ No ✓

15. Will timber become property of contractor? Yes ___ No ✓

Remarks _____

MATERIAL SOURCE -

16. Gravel _____ Quarry _____ Cinders _____

17. Owner: County _____ State _____ Private _____

18. Location: _____ Section ____ Township ____ Range ____ W.M.

19. Materials furnished by County: Borrow None Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: _____

Remarks: Bid Item this project will be, furnishing & Placing Mineral Aggregates, Material will be obtained from Bond Aggregate at Tunnelo.

FINANCIAL- -

21. Estimated Cost: $ 15,000.00

22. Available FAS Funds: $ 67,000.00 (1962 Const. year)

23. Date Match Money is Available: June 1962

24. Will there be any 100% County Money? Yes____ No ✓

25. Maximum Amount of 100% County Money Available: $ None

26. Date County Requests Letting: May 1962

Remarks_____

_____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes None No____

28. Will right-of-way be acquired by: Resolution____ or Deed____

29. Should State prepare options? Yes____ No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

31. Should material source site be included in right-of-way descriptions? Yes____ No____

32. Does project run inside city? Yes____ No____
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks_____

RAILROADS- - - - - - - - - - None -

34. Location: _____

35. Name of Railroad: _____

36. Number of tracks: _____

37. Sight distance: _____(Left) _____(Right)

38. Number of trains_____

39. Angle of intersection_____

40. Type of crossing: Grade_____ Overcrossing_____ Undercrossing_____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks_____

STRUCTURES- - - - - - - - - - None -

42. Are there any structures to be replaced or altered? Yes_____ No_____

43. Will replacement by by: County_____ Contract_____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes_____ No_____

45. Will County adjust structure to additional width? Yes_____ No_____

46. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks_____

_____

47. Is project contingent upon other factors? Yes_____ No ✓

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain:_____

_____

_____

_____

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: _____

_____

_____

_____

50. (c) Surveys (Coordination with outside surveys)

Explain: _____

_____

_____

Deschutes County

Date Nov 1, 1962

By A L Perkhollow
County Judge

By Charles L Thomas
County ~~Engineer~~ Roadmaster

_____
O.S.H.D. Field Engineer

NOTED
V. R. JONES

MEMO TO FILES
2/27/61

Friday, February 24, 1961, Mr. Robert Prange and I had a meeting with the entire Deschutes County Court. Mr. George McAllister, County Roadmaster, was also present.

The Court expressed a desire to let this year's oiling projects only in the amounts of the available 1962 FAS funds namely, $63,000. Consequently, two roads (Cornelius Road and Hamby Road) will be withdrawn from this year's oiling program and Johnson Road will have a change of type of oil mat from type O-11 to type O-9. As several changes have been made, the following tabulation is for job clarification:

Unit A	Davidson Road	1.6 miles	O-9	oil mat	20'wide
" D	Johnson Road	4.7 "	O-9	" "	20' "
" E	Peters Road	2.6 "	O-11	" "	22' "
" F	Harper Road	2.1 "	O-9	" "	20' "

These roads will be graded and surfaced by May 1, 1961.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Tom Edwards
Frank Hall
V. G. O'Neil

DESCHUTES COUNTY
PROPOSED PROJECTS
$61,000

* FAS 891, Hamby Road, 2.7 miles. This section includes 2.2 miles on Hamby Road and 0.5 mile on the Neft Road which is a spur of FAS 891. The project is for an 0-9 oil mat 20' wide.

Contract 6087 (1962)

FAS 894, Davidson Road, 1.6 miles. This section includes the total mileage of this road. The project is for an 0-9 oil mat 20' wide.

Contract 5899 (1961)

V. Jones says County built this *

FAS 895, Cornelius Road, 2.5 miles. This section includes the total length of this road. The project is for an 0-9 oil mat 20' wide.

FAS ~~897~~ 784, Johnson Road, 4.7 miles. This section extends from the end of the oiled road at Shevlin Park to the north end of the road near Tumalo. The project is for an 0-11 oil mat 20' wide.

Contract 5899 (1961)

FAS 900, Peters Road, 2.6 miles. This section extends from a forest road near Spring River Resort to the railroad overpass. The project is for an 0-11 oil mat 22' wide.

FAS 901, Harper Road, 2.1 miles. This section includes the total length of this road. The project is for an 0-9 oil mat 20' wide.

The county will grade and base these roads prior to the FAS projects and place shoulder rock. The projects will be combined in one contract. A total of $61,000 is programmed for the above projects which sum represents the presently estimated 1962 FAS funds available to Deschutes County. Additional funds as required will be provided by Deschutes County.

* Deleted from 1961 contract.
See Memo 2/27/61

60-g
8/19/60 Approved 9-30-60

312-1709 Canyon City (Highline & Hum- 1962
holt Drives) Sec. of City Sts.
46088

RECEIVED
NOV 8 1962
FOR FILING

November 8, 1962

H & S Machine Works
P. O. Box 243
Canyon City, Oregon

Attention: Mr. Ned Smith

Gentlemen:

Thank you for your letter of October 29 informing us that you received a check in the amount of $63.71, the balance due you from Russell Olson Construction Co., Inc. Our records indicate this to be in connection with the following State Highway contracts:

Contract No. 5854 with E. H. Itschner Co., prime contractor, for paving the John Day-Prairie City Section of the John Day Highway in Grant County.

Contract No. 6088 with Russell Olson Construction Co., Inc., prime contractor, for stone base and oiling Highline and Humbolt Drives in Canyon City, Grant County.

This information will be noted in our records and we will advise the contractors and the sureties of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Noted on cards F.P.

November 8, 1962

Wells-Reed Insurance Co.
412 Failing Building
Portland 4, Oregon

and

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

We have received a letter dated October 29 from M & S Machine Works, Canyon City, advising that they have received a check in the amount of $63.71 from Russell Olson Construction Co., Inc., for balance due. This appears to be in connection with the following State Highway contracts:

Contract No. 6088 with Russell Olson Construction Co., Inc., prime contractor, for stone base and oiling Highline and Humbolt Drives in Canyon City, Grant County.

Contract No. 5854 with E. M. Itschner Co., prime contractor, for paving the John Day-Prairie City Section of the John Day Highway in Grant County.

We provide this information as your companies appear as sureties on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Great American Insurance Co.
Bond Department
320 California Street
San Francisco 26, California

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

Lloyd's, Inc.
4½ East Alder
Walla Walla, Wn.

Affidavit cards F.P.

Commissioners

CWH:fp

H & S MACHINE WORKS

GENERAL MACHINE WORK

STOCK STEEL - BRONZE BUSHING STOCK - SHAFTING LATHE
KEYSEATING - MILLING - WELDING

P. O. BOX 243
CANYON CITY, OREGON

Oct 29 1962

Mr Floyd Quarg, Sec.
Oregon State Highway Comm.
Salem, Oregon

#3088

Dear Sir:

We received a check today for $63.71, the amount of balance due us by the Russell Olson Construction Co. The check was paid by the Percy E. Jellum ~~Const. Co~~ Contractor Inc.

We appreciate your help in this matter

Sincerely

H & S Machine Works
by Ned Smith - Partner.

CC please handle
JC

RECEIVED
OCT 31 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 25 1962
FOR FILING
6088

October 25, 1962

Fireman's Fund Insurance Company
3333 California Street
San Francisco
California

Gentlemen:

Contract No. 6088 awarded to Russell Olson Construction Company, Inc., for stone base and oiling the Highline and Humbolt Drives Canyon City Section of the city streets in Grant County was completed on August 23, 1962, and accepted by the Highway Commission on October 23, 1962.

Final payment in the amount of $500.00 will be released to the contractor on or after November 1, 1962. The total contract amount is $12,072.56 including $70.16 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Fireman's Fund Insurance Company
Lloyd's, Inc.
4½ E. Alder
Walla Walla, Washington

Russell Olson Const. Co., Inc.
P. O. Box 272
Pendleton, Oregon

RECEIVED
OCT 25 1962
FOR FILING

6088

October 24, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 23 on Contract 6088. The contract was with Russell Olson Construction Company, Inc., and was for stone base and oiling on the Canyon City (Highline and Humbolt Drives) City Street Section in Grant County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 23, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ajw bbc

Surety letter written
10-25-62

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1962

SUBJECT: Acceptance of Contract

To: Mr. R. L. Porter
Assistant Highway Engineer

All work on the following contracts is satisfactorily completed. They are ready for acceptance by the State Highway Commission:

Contract No. 5696 with Peter Kiewit Sons' Co. for grading and structure on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, completed August 16, 1962.

Contract No. 6088 with Russell Olson Construction Co., Inc. for stone base and oiling on the Canyon City (Highline and Humbolt Drives) City Street Section in Grant County, completed August 23, 1962.

L. H. Young
Office Engineer

RECEIVED
OCT 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1962
FOR FILING

October 23, 1962

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

A letter, dated October 15, 1962, has been received from H & S Machine Works, P. O. Box 243, Canyon City, informing us that Russell Olson Construction Company, Inc., owes them (amount not stated) for work on the Canyon Creek Project.

This appears to be in reference to the Russell Olson Construction Company, Inc., Contract No. 6088, for stone base and oiling Highline and Humbolt Drives in Canyon City, Grant County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

cc: Lloyd's, Inc.
4½ E. Alder
Walla Walla, Washington

Russell Olson Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

G. L. Jackson
D. B. Simpson

NOTED ON CARD

H & S MACHINE WORKS

GENERAL MACHINE WORK

STOCK STEEL - BRONZE BUSHING STOCK - SHAFTING LATHE
KEYSEATING - MILLING - WELDING

P. O. BOX 243
CANYON CITY, OREGON

OCT 17 1962

REC'D DIV. OFFICE
LA GRANDE

Oct 15 1962

~~Phil Preston~~

Highway Resident Engineer
Mayville Oregon

Dear Sir:

The Russel Olson Construction Co of Pendleton hasnt paid us a balance due us when they were working here on the Prairie City - John Day also the Canyon Creek project

Would you please give us the name of their bonding Co. also the numbers of these two projects

Sincerely
H. & S Machine Works
per Ted Smith

RECEIVED
OCT 24 1962
FOR FILING

October 23, 1962

H & S Machine Works
P. O. Box 243
Canyon City, Oregon

Gentlemen:

Mr. A. F. Parson, Division Engineer at LaGrande, has forwarded your letter of October 15 to this office for reply.

You state that the Russell Olson Construction Company of Pendleton owes you money (amount not mentioned) in connection with their work on the Prairie City-John Day Section and the Canyon Creek Projects.

The information that you requested is as follows:

Contract No. 5854.
E. H. Itschner Co., Molalla, prime contractor.
Russell Olson Construction Co., Inc. subcontractor.
For paving the John Day-Prairie City Section of John Day Highway, Grant County.
Surety: Great American Insurance Company.
Agent: Wells-Reed Insurance Co., 412 Failing Building, Portland 4, Oregon.
Completed: June 9, 1962.
Accepted by the Highway Commission: June 29, 1962.

Contract No. 6088
Russell Olson Construction Co., Inc., P. O. Box 272, Pendleton, contractor.
For stone base and oiling Highline and Humbolt Drives in Canyon City, Grant County.
Surety: Fireman's Fund Insurance Company
Agent: Lloyd's, Inc., 4½ E. Alder, Walla Walla, Washington.
Completed: August 23, 1962.
Not yet accepted by the Highway Commission.

The sureties on the above described projects furnished the performance bonds which are given to assure completion of the contracts and payment of all bills incurred in them.

NOTED ON CARD

If you wish to protect your claim under the bonds, the claim should be filed with the Secretary of State within six months after these contracts have been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

This information will be noted in our records and we will advise the sureties and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: A. F. Parsen
Division Engineer

CWH:jmc

RECEIVED
OCT 1 1962
FOR FILING

September 28, 1962

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

Semi-final payment on contract #6088 for stone base-oiling Highline and Humbolt Drives in Canyon City, Grant County, will be released to the contractor, Russell Olson Const. Co. Inc., on or after October 5, 1962.

This payment will be in the amount of $624.76 and reduces the retained percentage to $500.00.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Lloyd's, Inc.,
4[illegible] E. Alder
Walla Walla, Washington

cc: Russell Olson Const. Co. Inc.,
P. O. Box 272
Pendleton
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ....., 1962

Section .....

Highway ..... County .....

Contractor .....

Date of contract ....., 1962

Date work started ....., 1962

Project authorization . . . . . $.....
Exclusive of engineering . . . . $.....

Kind of work .....

Section prefix .....

Contract number .....

Specified work days 50

Work days used .....

Per cent of time elapsed .....%

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Estimated per cent overrun or underrun 5.5%

Per cent of contract completed, based on estimated cost 100%

Engineering authorization . . . . $.....

Engineering cost to date $....., ...% Date project was completed ....., 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Final report.

CONSTRUCTION DIVISION
RECEIVED
SEP 10 1962
CCE

NOTED M. N. JUVE

Signed Phil Preston by Miller

Address .....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		.37		.37	
Miles partially completed					
Miles completed		.37		.37	
Total estimated quantities (contract)		[illegible] exc. [illegible] cu. yds.		200 cu. yds. concrete [illegible] tons bituminous	
Total quantities corrected to date		[illegible] cu. yds.		284 cu. yds. concrete [illegible] tons bituminous	
Estimated quantities moved or placed to date		[illegible] cu. yds.		[illegible] above	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 20 1962
FOR FILING

FORM E-1521

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 20, 1962

1
7
6088

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6088, awarded May 25, 1962, to Russell Olson Const. Co. Inc., for stone base-oiling Highline and Humbolt Drives in Canyon City, Grant County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

cc: Fireman's Fund Ins. Co.,
Lloyd's, Inc.,
4½ East Alder
Walla Walla, Washington

RECEIVED
JUN 20 1962
FOR FILING

COMMISSIONERS
L. PAXSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

312-1707

6088

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 20, 1962

Russell Olson Const. Co. Inc.,
P. O. Box 272
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6088, awarded May 25, 1962, for stone base-oiling Highline and Humbolt Drives in Canyon City, Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
1962
FOR FILING
6088

TEL. PENDLETON 24-5285

P. O. BOX 272

RUSSELL OLSON
CONSTRUCTION CO.

PENDLETON OREGON

June 14, 1962

Files

Mr. Floyd Query, Secretary
Oregon State Highway Comm.
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing herewith, two fully executed copies of performance bond and contract as follows:

Contract #6088, awarded May 25, 1962
for stone base-oiling Highline and Humbolt
Drives in Canyon City, Grant Count.

Trusting all will be found in order.

Very truly,
RUSSELL OLSON CONSTRUCTION CO., Inc.

O. V. Bailey; Off. Mgr.

enc:

dc

RECEIVED
JUN 18 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1962
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6618

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
June 7, 1962

Russell Olson Const. Co. Inc.,
P. O. Box 272
Pendleton
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6088, awarded May 28, 1962, for stone base-oiling Highline and Humbolt Drives in Canyon City, Grant County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin June 19, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

cc: L. H. Young
A. F. Parsons
Res. Engineer
Frank Morgan

NOTED
Harold C. Ayers

NOTED
H. S. COX

May 28, 1962

Mrs. Shirley Meier
City Recorder
Canyon City, Oregon

NOTED
V R JONES

NOTED
R. H. PRANGE

Dear Mrs. Meier:

On May 25, 1962, the State Highway Commission awarded a contract to Russell Olson for the reconstruction of Highland and Humbolt Drive in your city to be constructed with Special City Allotment Funds.

Under separate cover we are sending you a copy of the contract and plans for your information and records.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Harold C. Ayers
Field Engineer

HCA:eb

RECEIVED
MAY 28 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 25, 1962

Russell Olson Const. Co. Inc.,
P. O. Box 272
Pendleton
Oregon

Gentlemen:

The State Highway Commission on May 25, 1962, awarded to you State Highway Contract No. 6088 for the following project:

Stone base-oiling on the Canyon City (Highline & Humbolt Drives) Section, Grant County.

This award was based on your bid of $13,016.00 which was the low bid submitted to the Commission on May 23, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAY 2 1962
FOR FILING
312-1702
Dist.
GOV

Salem, Oregon
April 30, 1962

$250,000 Fund Agreement
City of Canyon City

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Canyon City covering the Special City Allotment project on Humboldt and Highline Dives in the City of Canyon City.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Canyon City, Oregon.

Secretary

rn
Enc.

FORM E-30 SOM 2-61 24397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1962

To: Mr. R. L. Porter
O F F I C E

SUBJECT: $250,000 Fund Agreement
City of Canyon City

Attached are three copies of an agreement covering the Special City Allotment project on Humboldt and Highline Drives in Canyon City. Two copies have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 11/15/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECEIVED
APR 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
MAY 1 1962
FOR FILING

April 30, 1962

Shirley Meier
City Recorder
City of Canyon City
Canyon City, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Canyon City a fully executed copy of an agreement between the State Highway Commission and the City of Canyon City covering the Special City Allotment project on Humboldt and Highline Drives in the City of Canyon City.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

4088

NOTED
S. COX

NOTED
DON HARWELL

Salem, Oregon
April 25, 1962

Mr. R. L. Porter
O F F I C E

$250,000 Fund Agreement
City of Canyon City

NOTED
R. H. BRANCE

NOTED
Harold C. Ayers

Attached are three copies of an agreement covering the Special City Allotment project on Humboldt and Highline Drives in Canyon City. Two copies have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 11/15/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

NOTED
JOHN D. GRAHAM

6088

xxxxxxxxxxxxxx

NOTED
[illegible]

agree. received
4-20-62

NOTED
DON HARWELL

April 12, 1962

NOTED
JOHN D. GRAHAM

Hon. Fred Elligsen
The Mayor
City Hall
Canyon City, Oregon

NOTED
R. H. PRANGE

Dear Mayor Elligsen:

On March 9, 1962, we sent copies of an agreement covering the Special City Allotment project on Humbolt and Highland Drives to your recorder, Mrs. Shirley Muir, with a request that they be passed and signed by the City Council and returned to this office by April 10, 1962.

To date we have not received these signed agreements. Unless these papers are completed and returned to this office prior to April 27, the project will automatically be canceled.

In the unlikely event that the bid should exceed $20,000 it will be referred to the City for acceptance or rejection.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm

NOTED
V. R. JONES

March 9, 1962

Mrs. Shirley Muir
City Recorder
Canyon City, Oregon

NOTED
Harold C. Ayers

NOTED
DON HASWELL

Dear Mrs. Muir:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project for construction of Humbolt Drive and Highline Drive. Enclosed are three copies of an agreement covering this project.

Will you please have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you and the Mayor please sign the three copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return the three signed copies, along with three copies of the resolution of authorization, to this office prior to April 10, 1962. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

Forrest Cooper
State Highway Engineer

Received
4-20-62

By

H. S. Cox
County and City Relations Engineer

HAS:eb
Encl.

6088

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
March 5, 1962

Mr. J. E. Morelock
O F F I C E

Special City Allotment Project
Highline-Humbolt Drive Section
Canyon City

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

Herewith the field data on subject project. This has been checked and found to be essentially as requested by the city and approved by the Highway Commission 11/15/61.

The unit prices as listed on the field data are believed to be considerably higher than can be expected. Russell Olson Construction Company has the contract on FAS 453 in Grant County and also has a contract with the city of Canyon City to oil twelve to fifteen blocks of streets in the city.

City also appears to have requested a raise in grade on a portion of the project and to have drainage included on the outfall.

H. C. Ayers
County & City Relations Field Engineer

HCA:mm

cc: Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 12 1961
FOR FILING

12-4-61

LOCATION PROSPECTUS
HUMBOLT and HIGHLINE DRIVES
CITY OF CANYON CITY
GRANT COUNTY

The following prospectus is submitted concerning the above-mentioned sections of Humbolt and Highline Drives in the city of Canyon City. The project will be Humbolt Drive from Highline Drive to Nugget Street and Highline Drive from Humbolt Drive to the John Day-Burns Highway. Total overall length of the project is 0.36 mile.

This will be a location survey to prepare plans, specifications, and estimates for surfacing on existing alignment. No work is to be done by City or County forces prior to contract.

The typical section will be two 12-foot travel ways with variable 4- to 6-foot shoulders. The approved base design for construction is:

Paving	1¼" 0-11
Top Course, Base	3 " Level
Bottom Course, Base	In Place
Total Depth	4¼"

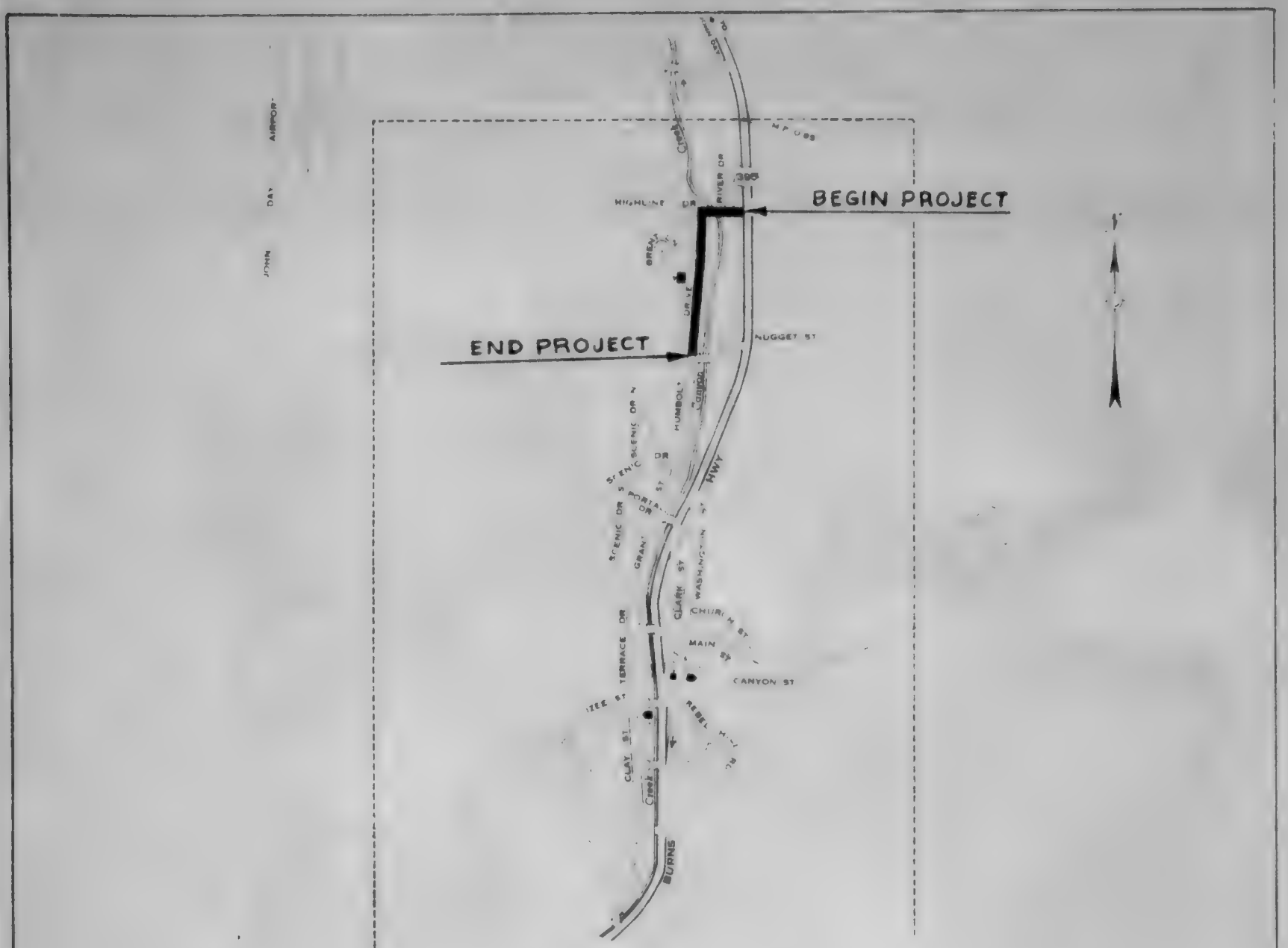
Final agreements with the City of Canyon City will be required.

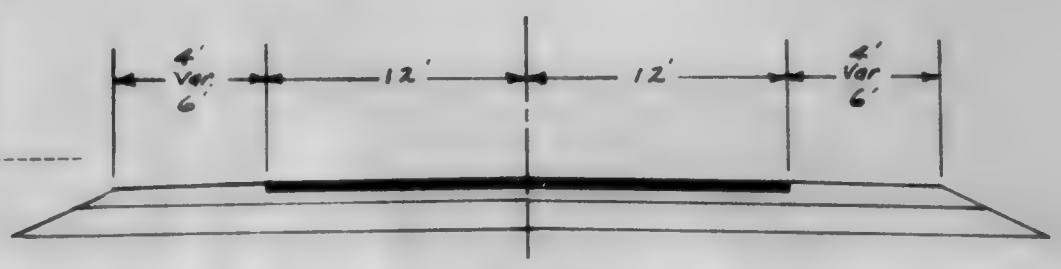
December 4, 1961

Attach.

cc Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright (3)
L. H. Young

RECEIVED
DEC 1961





TYPICAL SECTION

PROSPECTUS MAP

HUMBOLT AND HIGHLINE DRIVES
CANYON CITY

GRANT COUNTY

NOV., 1961

LEGEND

- Post Office
- School
- R R Depot
- Pub Bldg
- City Hall
- Court House
- Armory
- County
- Street open for
- Street dedicated but not open
- City Limits

CANYON CITY

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

654

Scale in Feet

November 1960

6.88

November 22, 1961

Mrs. Shirley Muir
City Recorder
City Hall
Canyon City, Oregon

Dear Mrs. Muir:

On November 15, the Highway Commission approved the City's request for reconstruction of a portion of Humbolt Drive and Highland Drive, as shown on the attached map, to be constructed under provisions of the Special City Allotment fund.

This project will be constructed in the summer of 1962. You will be contacted at a later date to negotiate an agreement covering the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm

Att.

L 0 8 Y

11-17-61

PRELIMINARY ESTIMATE, 1962 $250,000 Fund Project

CITY OF CANYON CITY

Highline Drive from the John Day-Burns Highway to Humbolt Drive, and Humbolt Drive from Highline Drive to Nugget Street - a distance of approximately 0.36 mile.

Grade; place 3" leveling course and 0-11 oil mat wearing surface 24' wide, 4' to 6' shoulders.

Item	Quantity		@	Total
Drainage excavation	25	c.y.	$ 6.00	$ 150.00
12" concrete pipe	130	l.f.	3.75	487.50
Blade grader	24	hours	20.00	480.00
Concrete catch basin	2	only	100.00	200.00
3/4"-0" in base and shoulders	1100	c.y.	5.00	5,500.00
Sprinkling	30	M/gal.	4.00	120.00
Furnish and place aggregate	340	c.y.	6.00	2,040.00
" " " asphalt	28	tons	60.00	1,680.00
" " " RS-1 seal	6	tons	60.00	360.00
				$11,017.50
12-1/2% engineering and contingencies				1,377.19
Survey				600.00
TOTAL				$12,994.69

TOTAL ESTIMATE - - - $13,000

HCA:mm
11/17/61

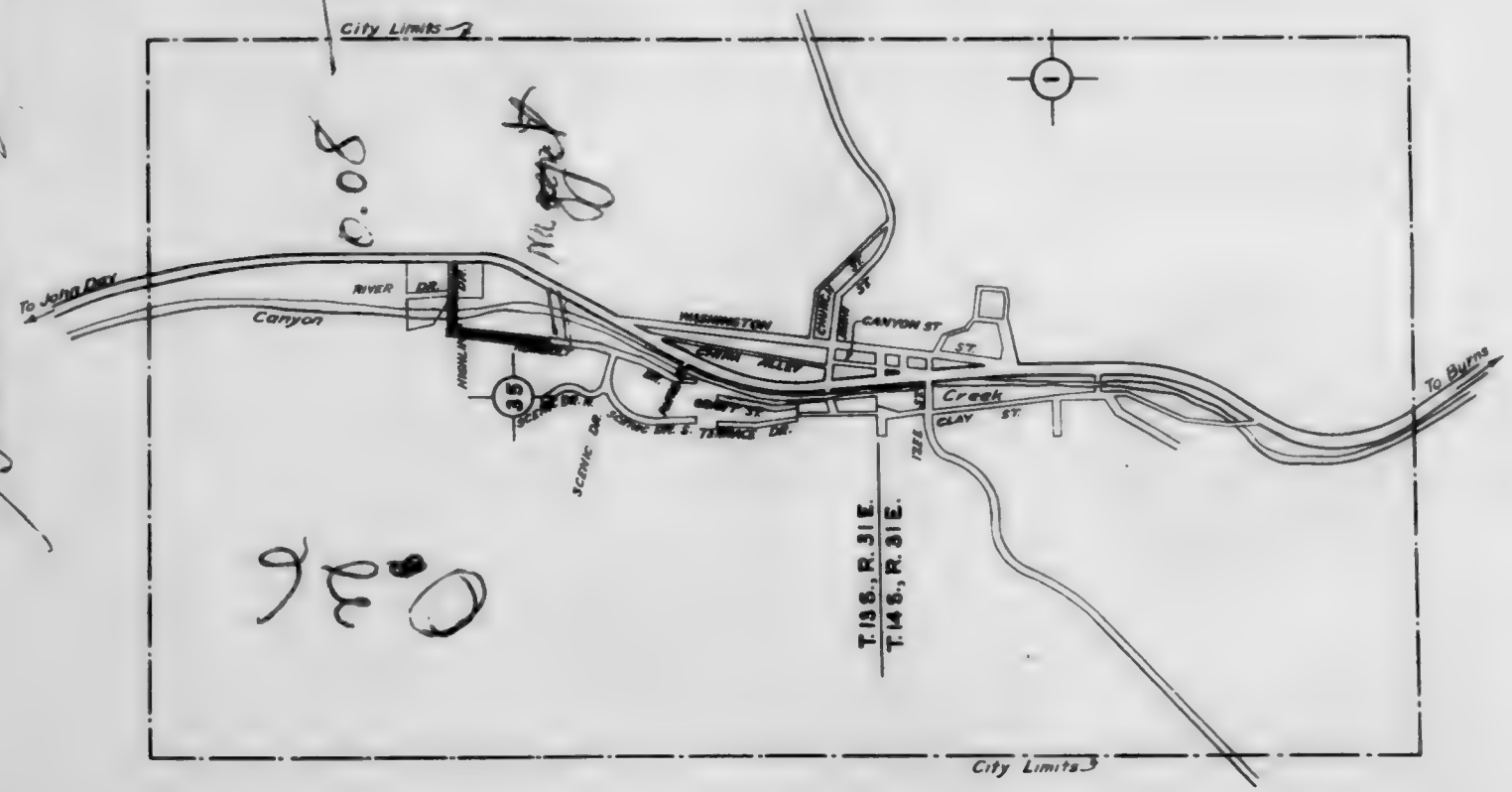
Boyt Brice

Grant County 22-24 Oil & Gas Nugget

CANYON CITY

Scale in feet

0 800 1600 2400



9-1-49 Rev 10-3-49

L.5.88

Division No. V

City: Canyon City
County: Grant
Population: 1950 508
1960 654

Proposed Project - 1962: Humbolt Drive from Highland Drive to Nugget Street, and Highline Drive from Humbolt Drive to the John Day-Burns Highway, a distance of approximately 0.36 mile. Grade; place 3" leveling course and O-11 oil mat wearing surface 24' wide with 4' to 6' shoulders.

	State	City	Total
Estimated Cost:	$ 13,000	$ --	$ 13,000

Remarks: These streets are in poor condition and are receiving excessive wear due to sudden increase in population in the area and traffic to new schools.

Recommendation: Approval recommended.

FORM E-123 60-F

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 21, 1961

NOTED
C. G SWENSON

NOTED
NOTED
Harold C. Ayers

Mrs. Shirley Muir
City Recorder
City Hall
Canyon City, Oregon

Dear Mrs. Muir:

This is to acknowledge receipt of a resolution adopted by the City of Canyon City requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1962 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Canyon City is an incorporated city of the State of Oregon and has a population of 620 as given by the latest official census; and

WHEREAS, the following streets of said city, Main Street and Humbolt Street

RECEIVED
JUN 21 1961
ENGINEER
COUNTY & CITY RELATIONS

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Canyon City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ralph Bruce as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of June, 19 61

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Canyon City at a regular or special meeting of said Council, held on the 7th day of June, 19 61 and the above copy is a true and correct copy of the original and of the whole thereof.

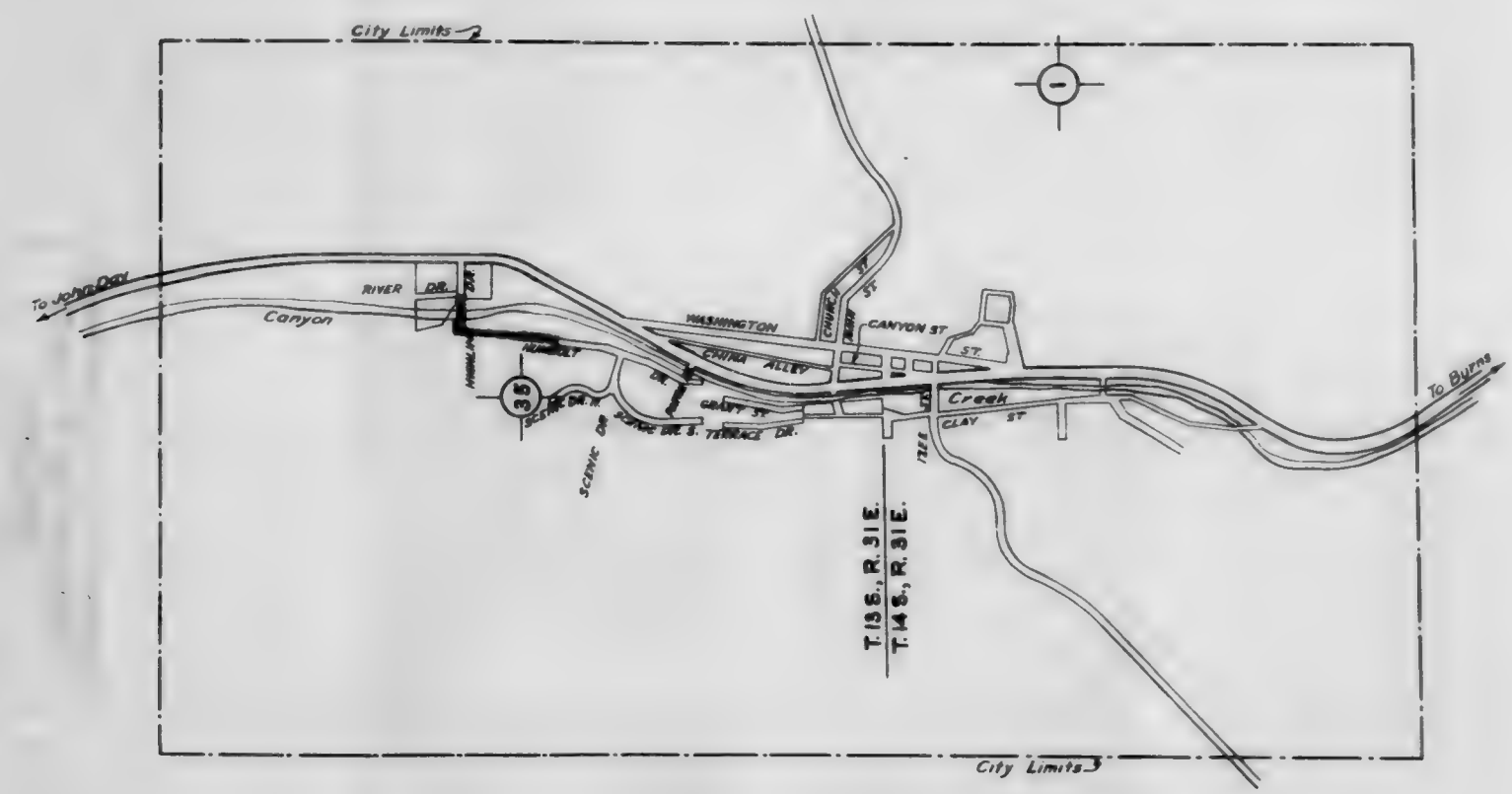
Dated this 17th day of June, 19 61

City Recorder

CANYON CITY

Scale in feet

0 800 1600 2400



9-1-49 Rev 10-3-49

NOTED
H. S. COX

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

TOWN OF CANYON CITY
Canyon City, Oregon

January 5, 1961

Mr. C. G. Swenson, Engineer
County and City Relations Division
c/o State Highway Department
Salem, Oregon

Dear Sir:

We are writing for the application forms so that we apply for funds allotted to towns under 5,000 population for street improvements per the November 10th letter of Mr. G. S. Paxon, Ass't State Highway Engineer.

Your early attention will be appreciated.

Yours truly,

Shirley Muir, City Recorder

Forms Sent
1-6-61

RECEIVED
JAN 6 1961
ENGINEER
COUNTY & CITY RELATIONS

I-5-1(37) 12th St.-N. Ashland Int. 1962
18 Sec., Pacific Hwy. (Pav. &
#6089 Sign.)

RECEIVED
JUL 6 - 1965
FOR FILING

I-5-1(32)18

Gen'l

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1965

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Salvaged Materials
12th St.-N. Ashland Section
-and-
Yoncalla Interchange-Rice Hill Section
Pacific Highway

Reference is made to Bureau of Public Roads Memorandum dated May 27, 1965, questioning the salvage value assigned to certain items salvaged on the subject projects.

These values have been reviewed by the Resident and Division Engineers and copies of their letters justifying these values are attached. Also attached is a justification by our Cost Analyst concerning the salvage value of the Type 1 fence.

NOTED
F.B. KLABOE

You also requested that we determine the salvage value of two more bid items on the Yoncalla Interchange-Rice Hill project. These items' value and their present location are indicated in the attached letter from the Resident Engineer.

F. D. Morgan
Construction Engineer

By
D. E. Swan
Staff Assistant

DES:bjm
Attachments

cc: F. B. Klaboe
L. R. Backlund - BPR
C. P. Laux
M. N. Juve

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
L. R. Backlund
Admin. Manager

May 27, 1965

08-35.5

6089

By:
L. R. Backlund
Administrative Manager

A. W. Parsons, Division Engineer
Salem, Oregon

Audit Report No. 13, Item I
L. H. Young's memorandum - 5/19/65

We have reviewed the salvage value established for material stockpiled submitted with Mr. Young's above referenced letter. Our comments are as follows:

I-5-1(37)18, Contract 6089, Type 1 fence, 640 feet

Salvage value of $28.00 for 640' of Type 1 fence computes a value of .72/rod as compared to average bid price of 6.20/rod. The 10% value assigned to the wire indicates it was not worth salvaging. It is felt that additional support is in order to substantiate this low value. The cost to salvage this wire was $116.37.

I-5-1(43)46, Contract 6172, 800' guard rail, 21 guide posts

The salvage value assigned is acceptable.

I-5-1(44)12, Contract 6170, 120' culvert pipe

The salvage value of $60.00 is reasonable.

I-5-3(39)148, Contract 6122, 60' culvert pipe, 375' guard rail

Salvage value for culvert pipe is reasonable.

Sixteen cents (16¢) lineal foot for salvaged guard rail is low if guard rail was worth salvaging. Usually guard rail is not salvaged unless in good condition. Additional support should be furnished for this low value. Please note that a value of 95¢ for guard rail was assigned on Contract 6172.

I-80W-3(18)70, Contract 6203, 352 guide posts

The value assigned is acceptable.

Please furnish additional information on the items questioned.

STATE COPY

Monthly transaction number	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6099 2-36		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
11		Jackson
		Project number I-5-1(37)18

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 29, 1962, is hereby modified as follows:

Revised estimated total cost of project $ 2,803,189.49

Revised Federal funds $ 2,571,508.87

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5 day of February, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
Division Engineer

By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

RECEIVED
JUL 2 1962

Contract 6049

For Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING 2

PROJECT REPORT NO.
I-5-1(37)18
5

6984

FORM PR-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: I-5-1(37)18

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 Medford to North Ashland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-1-62	9.4
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,674,056.00	$ 2,460,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Fouts

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

EX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer June 29, 1962

X PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

June 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the 12th Street-North Ashland Interchange Section, Project No. I-5-1(37)18.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

June 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 12th Street-North Ashland Interchange Section, Project No. I-5-1(37)18.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

Oregon State Highway Department

Federal Aid
Project No. I-5-1(37)18

12TH STREET-NORTH ASHLAND INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 20, 1962

Type Code 7221
Roadway (Sta. 824+35.50 to Sta. 1332+25)(Contract 6089)

Remove Existing Bridge	All	Specified		$ 3,500.00
Drainage Excavation, Unclassified	730	cu.yds.	4.00	2,920.00
General Excavation, Unclassified	3,500	cu.yds.	0.90	3,150.00
Tractor and Dozer	320	hours	20.00	6,400.00
Loading and Placing Topsoil	12,200	cu.yds.	0.80	9,760.00
6-Inch Perforated Metal Drain Pipe	2,220	lin.ft.	2.20	4,884.00
Special Backfill in Drains	630	cu.yds.	4.00	2,520.00
1½-Inch Electrical Conduit	1,600	lin.ft.	1.75	2,800.00
Salvage Type-1 Fence	38	rods	3.00	114.00
Type-2 Fence	68	rods	7.50	510.00
Metal Guard Rail	28,200	lin.ft.	2.35	66,270.00
Metal Median Barrier	6,900	lin.ft.	3.45	23,805.00
Type-2 Barricade	750	lin.ft.	6.25	4,687.50
Salvaging and Reinstalling Barricade	1,100	lin.ft.	1.10	1,210.00
Guard Rail-Salvage Barricade	800	lin.ft.	0.60	480.00
Guide Posts, PM-1	470	only	5.00	2,350.00
Guide Posts, PT-2	420	only	5.50	2,310.00
Guide Posts, PT-3	12	only	6.00	72.00
Coarse Crushed Material in Base	232,000	tons	1.72	399,040.00
3/4" - 0 Material in Base	68,100	tons	1.72	117,132.00
Sprinkling	5,700	M-Gal.	2.00	11,400.00
Preparation of Base	All	Required		2,000.00
3/4" - 0 Material in Binder Course	570	cu.yds.	4.75	2,707.50
Furnishing and Placing Aggregates	460	cu.yds.	5.00	2,300.00
RC-250 Asphalt	90	tons	50.00	4,500.00
120-150 Asphalt	34	tons	50.00	1,700.00
RS-1 Asphalt	10	tons	70.00	700.00
Class "D" Asphaltic Concrete	35,600	tons	6.30	224,280.00
Extra for Paving Approaches	10	only	25.00	250.00
Asphaltic Concrete Traffic Markers, Type L	1,500	lin.ft.	0.80	1,200.00
12-Inch Reinforced Concrete Bridge End Panels	800	sq.yds.	14.00	11,200.00
8-Inch Standard Reinforced Concrete Pavement	9,000	sq.yds.	4.30	38,700.00

8-Inch Continuously Reinforced Concrete Pavement	260,000	sq.yds.	5.40	$1,404,000.00
Pavement Terminal Anchors	1,700	lin.ft.	11.00	18,700.00
Removal of Existing Sign Installations	All Required			170.00
Furnish 8" BP 36# Steel Piling	603	lin.ft.	4.65	2,803.95
Drive Steel Piles	46	only	58.00	2,668.00
Metal Sign Posts	All Required			2,200.00
Metal Sign Supports	All Required			875.00
Overhead Sign Structure	All Required			5,500.00
Wood Sign Posts	All Required			4,475.00
Type "A" Signs in Place	3,164	sq.ft.	6.75	21,357.00
Type "B" Signs in Place	180	sq.ft.	6.85	1,233.00
Type "C" and "D" Signs in Place	1,332	sq.ft.	3.65	4,861.80
Type "E", "F", "G" and "H" Signs in Place	484	sq.ft.	3.80	1,839.20
Type "I" Signs in Place	77	sq.ft.	4.25	327.25
Sign Covers	185	sq.ft.	0.80	148.00
Temporary Sign Installation	All Required			100.00
				$2,426,110.20
Flagging (57½ of Contractor's Cost)	All Required			$ 2,000.00
Tractor and Grid Roller	All Required			1,750.00
Install Irrigation Pipe	All Required			1,100.00
				$ 4,850.00
			Subtotal	$2,430,960.20
			10% Engr. & Cont.	243,095.80
			Total	$2,674,056.00

Length of Roadway - - - - - - - - - - - - - - - 9.442 miles
Length of 11 Structures - - - - - - - - - - - 0.178 mile (Exception)
Total Length- - - - - - - - - - - - - - - - - - 9.620 mile
Cost of Roadway per Mile- - - - - - - - - - - $283,208.64

Federal Funds -	$2,460,000.00
State Funds -	214,056.00
	$2,674,056.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(37)18

12TH STREET-NORTH ASHLAND INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 26, 1962

Type Code 7221
Roadway (Sta. 824+35.50 to Sta. 1332+25)

Remove Existing Bridge	All Specified		$	1,000.00
Drainage Excavation, Unclassified	730 cu.yd.	$ 3.00		2,190.00
General Excavation, Unclassified	3,500 cu.yd.	0.75		2,625.00
Tractor and Dozer	320 hour	17.50		5,600.00
Loading and Placing Topsoil	12,200 cu.yd.	0.75		9,150.00
6-inch Perforated Metal Drain Pipe	2,220 lin.ft.	2.00		4,440.00
Special Backfill in Drains	630 cu.yd.	6.00		3,780.00
1½-inch Electrical Conduit	1,600 lin.ft.	2.00		3,200.00
Salvage Type 1 Fence	38 rod	4.00		152.00
Type 2 Fence	68 rod	8.00		544.00
Metal Guard Rail	28,200 lin.ft.	2.50		70,500.00
Metal Median Barrier	6,900 lin.ft.	3.75		25,875.00
Type 2 Barricade	750 lin.ft.	4.50		3,375.00
Salvaging and Reinstalling Barricade	1,100 lin.ft.	3.00		3,300.00
Guard Rail-Salvage Barricade	800 lin.ft.	1.50		1,200.00
Guide Posts, PW-1	470 only	6.75		3,172.50
Guide Posts, PY-2	420 only	7.25		3,045.00
Guide Posts, PY-3	12 only	8.00		96.00
Coarse Crushed Material in Base	232,000 ton	1.40		324,800.00
3/4" - 0 Material in Base	68,100 ton	1.70		115,770.00
Sprinkling	5,700 M-gal.	2.50		14,250.00
Preparation of Base	All Required			8,000.00
3/4" - 0 Material in Binder Course	570 cu.yd.	3.50		1,995.00
Furnishing and Placing Aggregates	460 cu.yd.	3.50		1,610.00
MC-250 Asphalt	90 ton	50.00		4,500.00
120-150 Asphalt	34 ton	48.00		1,632.00
RS-1 Asphalt	10 ton	60.00		600.00
Class "B" Asphaltic Concrete	35,600 ton	7.00		249,200.00
Extra for Paving Approaches	10 only	30.00		300.00
Asphaltic Concrete Traffic Markers, Type L	1,500 lin.ft.	1.00		1,500.00
12-inch Reinforced Concrete Bridge End Panels	800 sq.yd.	11.30		9,040.00
8-inch Standard Reinforced Concrete Pavement	9,000 sq.yd.	4.45		40,050.00

8-inch Continuously Reinforced Concrete Pavement	260,000 sq.yd.	$ 5.40	$1,404,000.00
Pavement Terminal Anchors	1,700 lin.ft.	15.00	25,500.00
Removal of Existing Sign Installations	All Required		100.00
Furnish 8" BP 36# Steel Piling	603 lin.ft.	5.30	3,195.90
Drive Steel Piles	46 only	65.00	2,990.00
Metal Sign Posts	All Required		2,286.20
Metal Sign Supports	All Required		652.50
Overhead Sign Structure	All Required		4,000.00
Wood Sign Posts	All Required		4,103.10
Type "A" Signs in Place	3,164 sq.ft.	7.20	22,780.80
Type "B" Signs in Place	180 sq.ft.	7.30	1,314.00
Type "C" and "D" Signs in Place	1,332 sq.ft.	3.75	4,995.00
Type "E", "P", "G" and "M" Signs in Place	484 sq.ft.	4.35	2,105.40
Type "P" Signs in Place	77 sq.ft.	7.50	577.50
Sign Covers	185 sq.ft.	0.75	138.75
Temporary Sign Installation	All Required		150.00
			$2,395,380.65
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
		Subtotal	$2,397,380.65
		10% Engr. & Cont.	239,737.35
		Total	$2,637,118.00

Length of Roadway - - - - - 9.442 Miles
Length of 11 Structures - - 0.178 Mile (Exception)
Total Length- - - - - - - - 9.620 Miles
Cost of Roadway Per Mile- - $279,296.54

Federal Funds -	$2,426,000.00
State Funds -	211,118.00
	$2,637,118.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(37)18

12TH STREET-NORTH ASHLAND INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 30, 1962

Type Code 7221
Roadway (Sta. 824+35.50 to Sta. 1332+25)

Remove Existing Bridge	All Specified		$ 1,000.00
Drainage Excavation, Unclassified	730 cu.yds.	$ 3.00	2,190.00
General Excavation, Unclassified	3,500 cu.yds.	0.75	2,625.00
Tractor and Dozer	320 hours	17.50	5,600.00
Loading and Placing Topsoil	12,200 cu.yds.	0.75	9,150.00
6-inch Perforated Metal Drain Pipe	2,220 lin.ft.	2.00	4,440.00
Special Backfill in Drains	630 cu.yds.	6.00	3,780.00
1½-inch Electrical Conduit	1,600 lin.ft.	2.00	3,200.00
Salvage Type 1 Fence	38 rods	4.00	152.00
Type 2 Fence	68 rods	8.00	544.00
Metal Guard Rail	28,200 lin.ft.	2.50	70,500.00
Metal Median Barrier	6,900 lin.ft.	3.75	25,875.00
Type 2 Barricade	750 lin.ft.	4.50	3,375.00
Salvaging and Reinstalling Barricade	1,100 lin.ft.	3.00	3,300.00
Guard Rail-Salvage Barricade	800 lin.ft.	1.50	1,200.00
Guide Posts, PW-1	470 only	6.75	3,172.50
Guide Posts, PY-2	420 only	7.25	3,045.00
Guide Posts, PY-3	12 only	8.00	96.00
Coarse Crushed Material in Base	232,000 tons	1.40	324,800.00
3/4" - 0 Material in Base	68,100 tons	1.70	115,770.00
Sprinkling	5,700 M-gals.	2.50	14,250.00
Preparation of Base	All Required		8,000.00
3/4" - 0 Material in Binder Course	570 cu.yds.	3.50	1,995.00
Furnishing and Placing Aggregates	460 cu.yds.	3.50	1,610.00
RC-250 Asphalt	90 tons	50.00	4,500.00
120-150 Asphalt	34 tons	48.00	1,632.00
RS-1 Asphalt	10 tons	60.00	600.00
Class "B" Asphaltic Concrete	35,600 tons	7.00	249,200.00
Extra for Paving Approaches	10 only	30.00	300.00
Asphaltic Concrete Traffic Markers, Type L	1,500 lin.ft.	1.00	1,500.00
12-inch Reinforced Concrete Bridge End Panels	800 sq.yds.	11.30	9,040.00
8-inch Standard Reinforced Concrete Pavement	9,000 sq.yds.	4.45	40,050.00

8-inch Continuously Reinforced Concrete Pavement	260,000 sq.yds.	$ 5.40	$1,404,000.00
Pavement Terminal Anchors	1,700 lin.ft.	15.00	25,500.00
Removal of Existing Sign Installation	All Required		100.00
Furnish 8" BP 36# Steel Piling	603 lin.ft.	5.30	3,195.90
Drive Steel Piles	46 only	65.00	2,990.00
Metal Sign Posts	All Required		2,286.20
Metal Sign Supports	All Required		652.50
Overhead Sign Structure	All Required		4,000.00
Wood Sign Posts	All Required		4,103.10
Type "A" Signs in Place	3,164 sq.ft.	7.20	22,780.80
Type "B" Signs in Place	180 sq.ft.	7.30	1,314.00
Type "C" and "D" Signs in Place	1,332 sq.ft.	3.75	4,995.00
Type "E", "F", "G" and "M" Signs in Place	484 sq.ft.	4.35	2,105.40
Type "P" Signs in Place	77 sq.ft.	7.50	577.50
Sign Covers	185 sq.ft.	0.75	138.75
Temporary Sign Installation	All Required		150.00
			$2,395,380.65
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Tractor and Grid Roller	All Required		1,750.00
Install Irrigation Pipe	All Required		1,100.00
	Subtotal		$2,400,230.65
	10% Engr. & Cont.		240,022.35
			$2,640,253.00

Length of Roadway - - - - - - - - - - - - 9.442 Miles
Length of 11 Structures - - - - - - - - 0.178 Mile (Exception)
Total Length- - - - - - - - - - - - - - - 9.620 Miles
Cost of Roadway Per Mile - - - - - - - $279,628.57

Federal Funds -	$2,429,000.00
State Funds -	211,253.00
	$2,640,253.00

RECEIVED
OCT 20 1964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1964

6089

SUBJECT:

To:
Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

This office has been notified that funds are being withheld by the Bureau of Public Roads on the following projects until the listed corrections have been made.

Will you please take the necessary steps to resolve these matters and advise when each is completed. If the work on any project has already been completed, advise of this also.

12th Street-North Ashland - Acceptance withheld pending sign compliance.

Goshen-Cottage Grove - Acceptance withheld pending correction of one sign violation and one sign relocation.

Cottage Grove-Divide - Awaiting completion of seeding and mulching.

Judkins Point-Goshen - Awaiting replanting and establishment period.

F. D. Morgan
Construction Engineer

By

John H. Walker
Assistant Construction Engineer

JHW:fp
cc L. P. Shaw
L. H. Young
R. N. Bothman

RECEIVED
OCT 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1964
FOR FILING

September 18, 1964

Great American Insurance Co.,
Wolfe-Reed-Wood-West Co.,
414 Failing Bldg.,
Portland 4, Oregon

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

Contract #6089, awarded to Slate-Hall, for paving-signing the 12th St.-North Ashland Interchange Section of Pacific Highway in Jackson County, was completed October 21, 1963, and accepted by the Highway Commission on September 17, 1964.

Final payment, in the amount of $81,333.93 will be released to the contractor after September 25, 1964. The total contract amount is $2,623,095.57 including $27,369.48 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
San Francisco Office

cc: Great American Insurance Co.,
Portland Office

cc: Seaboard Surety Co.,
New York Office

cc: Slate-Hall, Contractor

cc: C. H. Maloon
Attn.: John Herr
L. H. Young

Date: 8/25/64

Floyd Query
Commission Secretary

A voucher has been prepared to pay 16

Contract No. 6089, Est. No Final, Date: To 10/21/63 Amt. $ 81,333.93

Contractor Fred H. Slate Co. Ore. Ltd + F. C. Hall Construction Co.

Totals to date: Paid to contractor $ 2,625,095.57

Amount of force account $ 27,260.45

Amount of retained percentage $

Claims Section
Accounting Division

3/64

RECEIVED
SEP 18 1964
FOR FILING
6069

September 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 21, 1963, on Contract No. 6069. The contract was with Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Construction Co. and was for paving and signing on the 12th Street-North Ashland Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 17, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

RECEIVED
SEP 15 1964
ENGINEERING
Const.
Const.
Const.

Salem, Oregon
September 15, 1964

Acceptance of Contract

Mr. L. F. Shaw
Asst. State Highway Engineer

BUILDING

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 6089 with Fred H. Slate Co., Oreg. Ltd., and F. C. Hall Construction Co. for paving and signing on the 12th St.-North Ashland Interchange Section of the Pacific Highway in Jackson County, completed October 21, 1963. Request for acceptance has been held for clearance of some signing on the project.

L. H. Young
Office Engineer

DBF:mb

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
AUG 17 1964
FOR FILING
1117

August 17, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 17, covering settlement of Contractor's Claim on the 12th St. - N. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089 in connection with Federal-Aid Project No. I-5-1(37)18.

This agreement covers work done in connection with the handling and detouring of traffic and also constitutes a settlement of all claims on this project.

This agreement was verbally approved by the BPR District and Area Engineers July 29, 1964. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:kc

RECEIVED
AUG 18 1964

Form A-1e-3M

6089

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name 12th St.- N. Ashland Interchange Date June 26, 1964

Highway Pacific Contract No. 6089

County Jackson Prefix 615-1094

Contractor Slate-Hall (Ball & Vickrey subcontractor) F. A. Project No. I-5-1(37)18

Address 11655 S.W. Barbur Blvd., Portland 23, Oregon Price Agreement No. 17

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: This price agreement is understood to cover any and all claims against the Oregon State Hwy. Commission for work done, including any and all extra or additional work, or additional expences incurred, on the 12th St.- N. Ashland Interchange project, contract #6089, and in particular those claims covering extra cost incurred by the (over)

Locations by station numbers:

Entire project.

Names of pay items, estimated quantities and agreed prices:

Lump sum. $3,425.25
(Total cost)

Specifications, basis of measurement and other provisions:

Work is completed. All work was performed in accordance with the Oregon State Standard Specifications of May, 1954, and Special Provisions for this contract.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,734,830.23	
Present estimate of project cost, including $3,425.25 for work under this order	$2,789,760.21	
Expected [redacted] over-run (amount)	$54,929.98	
Expected [redacted] over-run (per cent)	2.01%	

Submitted by: O.H. Heller Jr. Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Contractor
Harold W Ball

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

(continued)

Contractor for handling traffic during the pavement repair at N.B. sta. 1181± and the extra digging of terminal anchor holes at N.B. sta. 1138±. It is further understood that no additional claims will be presented by the Prime Contractor or any Subcontractor associated with the Contractor on this project.

CONSTRUCTION DIVISION
RECEIVED
JUL 16 1964
NO. ACE

VICKREY EQUIPMENT CO., INC.

General Contractor

(formerly Ball & Vickrey, Inc.)

P. O. Box 218
Alamo, Calif., 94507

June 14, 1964

D. H. Haller

Resident Engineer

Oregon Highway Department

1685 Highway 66

Ashland, Oregon

Dear Sir:

Following is a breakdown of cost for terminal anchor excavation and for detour construction as requested by you.

Terminal Anchor Excavation:

4 x 2 x 4 x 24 ÷ 27 x 110 % = 31.3 c. y. @ 4.00/c. y. = $125.20

Detour Construction:

Materials & Services purchased - 6 copies of paid invoices enclosed

M. C. Lininger - Place & remove fill and surface	----------	*$1877.85*
Rogue River Paving - surface and patch 7.05 tons @ 6.50	------	*45.83*
64.0 tons @ 12.00	------	*768.00*
Pacific Power & Light - Install power & power	----------	*29.93*
T. R. Florey - Distributor Truck	----------	*60.00*
Hughes & Dodd Co. - RC 250 asphalt	----------	*88.00*
Subtotal		*2869.61*
Plus 15%		*430.44*
TOTAL		*$3300.05*

There were other incidental expenses amounting to less than $100.00 and after our phone conversation of today I decided to omit them.

If there is further information required give me a call.

Very truly yours,

John W. Vickrey, Jr.

John W. Vickrey, Jr.

JWV:dv

cc Don Hall

encl.

M. C. LININGER & SONS, INC.

PRODUCERS OF
SAND AND GRAVEL
CRUSHED ROCK
READY-MIX CONCRETE

GENERAL CONTRACTORS
P. O. Box 1386 — Medford
MAIN PLANT AND OFFICE
CORNER HAMRICK ROAD

PLANTS IN
CENTRAL POINT
MEDFORD — ASHLAND
PHONE 773-7555 OR 664-1217

Medford, Oregon, 11-6 19 63

NOV 7 1963

Ball-Unkrey
Box 218
Mount Shasta

8% interest charged on overdue accounts.

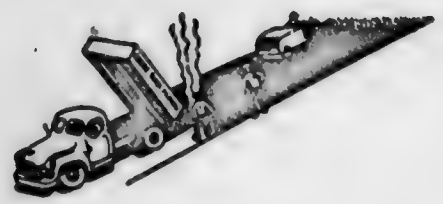
QUAN.	☐ FOUND. ☐ SLAB ☐ FOOTINGS	PRICE	AMOUNT	
	Cu. Yds. Sack mix Ready-Mix Concrete			
	Lbs. Calcium Chloride			
25	Cu. Yds. [illegible]	5.35	134	00
65	Cu. Yds. Fill material Sand	25	16	25
	Cu. Yds. Gravel			
31	Cu. Yds. 3/4 Minus inch Crushed Rock	3.35	103	85
	Sacks Cement			
	Note—Unloading time over 5 minutes per yard charged at $6.00 per hr.			
	____ hrs. ____ min. of waiting time		$ 1,877	85

Received by

Driver

№ 17067

FORM 1R



NOV 2 1963

STATEMENT

ROGUE RIVER PAVING CO., INC.

P. O. Box 942 - Telephone 772-4037
MEDFORD, OREGON

Date Nov. 1 19 63

TO Ball & Vickery Construction Co.

ADDRESS P.O.Box218

CITY Alamo, California

JOB: Mix and Patching

7.05	Ton	Mix	@	6.	50	45.83
108.949	Ton	Patching	@	12.	00	1307. 39
						1353. 22
		64 tons of this Mix went on Detour Patching as				
		per order of D.H. Haller, State Highway Engineer				

PACIFIC POWER & LIGHT COMPANY

READING DATE
11-19-63

RATE CODE	MULTIPLIER	PRESENT READING	CONSUMPTION OR DEMAND	AMOUNT	*
30	1	646	645	$ 19.93	PR

The attached Sales Order charge is shown as PB on this billing. Please disregard the notice of suspension you have received.

10.00 PB

$ 29.93

PAYABLE ON OR BEFORE
12-03-63

Rate schedules available at your local office

BALL/VICKERY INC
P O BOX 218
ALAMO CALIF
Acct 405
Item 330
pd 12-2-63 check #182

77008 77008

HWY 5/TALENT

33 19 06010 1

* CR-Credit DE-Demand ES-Estimated GR-Guaranteed Annual Revenue M-Minimum PR-Prorated SP-Special W-Water S-Steam PB-Previous Balance

WHEN PAYING AT COMPANY OFFICE OR PAY STATION PLEASE BRING THIS BILL AND STUB

E

Medford, Oregon, October 23, 1963

Ball & Victory

P.O. Box 218 Alamo, California

OCT 25 1963

VEC
Job 4

In Account With

T. R. Florey

GENERAL CONTRACTOR

P. O. BOX 747 • PHONE 772-6687

Freeway work at Talent, Oregon

Distributor rental	$ 60.00
Water Wagon rental	25.00
	$ 85.00

Acct 402
item 37-0 Job # 4

Paid 11-26-63
Check # 178

B&V

PHONE 773-4221

OCT 7 1963

HUGHES & DODD CO.

GENERAL CONTRACTORS
P. O. Box 246
MEDFORD, OREGON

September 30, 1963

Ball & Vickory
P.O. Box 218
Alamo, California

Ordered by Bob Davis - Talent, Oregnn

440 Gallon R.C. 250	Asphalt	@ 20¢	88.00

RECEIVED
MAR 26 1964

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon
Attention: Mr. D. B. Parkes

DATE: March 20, 1964

FROM : A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(37)18
12th Street-North Ashland Section
Pacific Highway

Please be advised that the contract work on the subject project was completed to the satisfaction of this office on January 13, 1964. However, we are unable to accept the project because several of the signs which were satisfactorily installed by the contractor were subsequently revised by State Forces, prior to January 13, 1964, and do not yet comply with the approved plans or AASHO standards.

I have
Edwards
Morgan
Mason
Crandell

Pay ff contractor
J.

RECEIVED
MAR 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1964
OFFICE ENGINEERING
DIVISION

Parker.

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 17, 19 64

Section 12th St. - N. Ashland Int'ch

Kind of work Paving & Signing

Highway Pacific County Jackson

Section prefix 615-1094-

Contractor F.H. Slate Ltd. & E.C. Hall Const. Co.

Contract number 6089

Date of contract May 25, 1962

Specified work days 210

Date work started July 11, 1962

Work days used 204

Project authorization $2,734,830.23
Exclusive of engineering $2,540,353.41

Per cent of time elapsed 97.1 %

Estimated cost of completed project, exclusive of engineering $2,626,334.96

Estimated per cent overrun or underrun . . . . . 3.4 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $194,476.82

Engineering cost to date $156,598.71, 80.5 %

Date project was completed Jan. 13, 1964

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100%			100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Slate - Hall
~~Peter Kiewit Sons~~ performed the grinding on the repaired area of the P.C.C. pavement Monday, January 13, 1964.

Project is complete.

This is the final weekly report on this project.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 20 1964
DIVISION OFFICE AREA OFFICE RESIDENT OFFICE

Signed D.H. Haller Jr., Resident Engineer

Address 1685 Highway 66, Ashland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.45				9.45
Miles partially completed					
Miles completed	9.45				9.45
Total estimated quantities (contract)	300,100				35,600
Total quantities corrected to date	359,265				38,342
Estimated quantities moved or placed to date	359,265				38,342
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	O'cast		
Tuesday	O'cast		
Wednesday	O'cast		
Thursday	Rain		
Friday	Rain		
Saturday			

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 10, 19 64

Section 12th St. – N. Ashland Interchange

Kind of work Paving & Signing

Highway Pacific County Jackson

Section prefix 615-1094

Contractor F. H. Slate Ltd. &E.C. HAll Const. Co.

Contract number 6089

Date of contract May 25, 19 62

Specified work days 210

Date work started July 11, 19 62

Work days used 204

Project authorization $2,734,830.23
Exclusive of engineering $2,540,353.41

Per cent of time elapsed 97.1 %

Estimated cost of completed project, exclusive of engineering $2,626,334.96

Estimated per cent overrun or underrun . . . . . 3.4 %

Per cent of contract completed, based on estimated cost . . . . . 99.9+ %

Engineering authorization $194,476.82

Engineering cost to date $156,564.52, 80.5 %

Date project was completed Oct. 21, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100%			100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No activity.

Final completion of project is pending the final pavement grinding of repaired area, and final move-out.
Grinding will be done Monday, January 13.

CONSTRUCTION DIVISION
RECEIVED
JAN 13 19..

NOTED
JOHN R. OAKES

Signed O. H. Haller Jr. Res. Eng'r

Address 1685 Hwy. 66, Ashland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
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Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	O'cast		
Wednesday	O'cast		
Thursday	Snow		
Friday	O'cast		
Saturday			

RECEIVED
DEC 12 1963
FOR FILING

(37)18

6089

December 11, 1963

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Seaboard Surety Co.,
Hansen & Newland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

Semi-final payment on contract #6089 for paving-signing the 13th Street-N. Ashland Interchange Section on Pacific Highway in Jackson County, will be released to the contractor, Fred H. Slate Co. Oreg. Ltd., & E. C. Hall Const. Co., after December 18, 1963.

This payment of $47,972.91 reduces the retained percentage to $77,825.93.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dm

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

cc: Fred H. Slate Co. Oreg. Ltd., &
E. C. Hall Const. Co.,
11655 SW Barbur Blvd.,
Portland 23, Oregon

cc: C. H. Matson
Attn.: John Herr

RECEIVED
DEC 20 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 21, 1963, on Contract No. 6089, 12th St.-No. Ashland Interchange Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(37)18.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 12-18-63

Conditions noted on above date:

The surface of the pavement in the vicinity of Sta NB 1172 does not comply with smoothness requirements.

Several posts placed during the repair of the pavement in the vicinity of Sta 1172 are still in place.

The letter size on two signs does not comply with AASHO requirements.

A. W. Parsons
Division Engineer

By: Jerry J. Lowder
J. L. Lowder
Acting District Engineer

DBP:mb
cc: H. S. Cox

OSHD COPY

RECEIVED
OCT 11 1963
FOR FILING

6089

12TH STREET-N. ASHLAND INTERCHANGE
PACIFIC HIGHWAY

Item and Quantity		Unit Price	Amount
* ~~8-inch Standard Reinf.~~ Concrete Pavement	9,000 Sq.Yd.	$ 4.30	$ 38,700.00
* 8-inch Continuously Reinf. Conc. Pavement	260,000 Sq. Yd.	5.40	1,404,000.00
Pavement Terminal Anchors	1,700 Lin.Ft.	11.00	18,700.00
TOTAL			$1,461,400.00

* All joints, dowel bars, tie bars, reinforcement and etc. are included in the square yard payment.

NOTED
TOM EDWARDS

RECEIVED
NOV 14 1963
FOR [illegible]

I-5-1(37)11
6089

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 9, 1963

SUBJECT: Signing Revision
Barnett Road Interchange
Pacific Highway No. 1 (I5)

To: R. N. Bothman
Sign Engineer
HIGHWAY SHOPS

Attached are plans for the addition of signing for "Rogue Valley Memorial Hospital" and "Rogue Valley Manor" on Barnett Road at the above mentioned location.

This addition has the approval of Mr. Edwards. The estimated cost is $1,500 and is to be charged to Minor Betterment Funds Signing Projects to be Selected. Would you please notify Mr. Edwards and this office when this project has been completed.

F. B. Crandall
Traffic Engineer

DPD:pk
Attachment
cc: Tom Edwards
C. H. Maison
I. A. DeFrance
L. R. Chandler
R. L. Lammert
G. L. Clark

NOTED
TOM EDWARDS

RECEIVED
OCT 31 1963
OFFICE OF
SIGNING ENGINEER

RECEIVED
NOV 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

ORDER WRITTEN 10-31-63
COMPLETED 11-1-63

RECEIVED
SEP 17 1963
FOR FILING

6087

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1963

To: MEMO TO THE FILES

SUBJECT: 12th Street-No. Ashland Section
Removal of sub-standard concrete

On September 9, 1963, a meeting was held between members of the Highway Department and sub-contractors on subject project at Medford to discuss the removal of sub-standard concrete between Stations 1170+80 and 1173+17.

Those in attendance were John Vickery and representatives of the Calaveras Cement Company for the contractor. Mr. L. R. Chandler, Mr. G. W. Harra, Mr. Vern Lugnet, Mr. Don Haller, Mr. John Quiner and Mr. J. F. Putnam represented the Highway Department.

Mr. Vickery stated that he did not wish to remove the offending material but preferred to take a penalty and supply bond for an unstated period of time for repair of any actual failure. He was advised that upon receipt of further testing of the concrete as to cement content andidensity, this matter would be taken up with the front office and a decision made.

Also at this time Resident Engineer Haller was advised that he should not take into consideration the charging of workdays against the repair of the concrete until such time as a decision had been made and details of the replacement worked out.

On September 12, 1963, Messrs. Morgan, Chandler and Putnam met with Mr. Shaw and it was determined that nothing would be gained by leaving the concrete in place, that any actual cost of repair would fall on the Department and it was, therefore, decided that the contractor would be requested to remove and replace the sub-standard concrete. Details as to time, handling of traffic and other pertinent factors are to be taken care of by the Construction Division.

JFP:bjm

cc: L. P. Shaw
L. R. Chandler
Don Haller
G. W. Harra

J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

RECEIVED
SEP 25 1963

FORM E-20 50M 8-62 43008

FOR FILING

6089

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1963

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
O F F I C E

L

Don Hall called this date and stated that he had received a letter from our Resident Engineer Haller on the 12th Street-Ashland job stating that 237 feet of concrete pavement did not come up to strength tests. Mr. Hall stated that this part of the work was subcontracted to Ball & Vickery, a California firm.

The letter stated that time charges would continue until the substandard section was corrected and that corrective measures must be taken immediately.

Mr. Hall stated that he felt the charging of time was unreasonable, although he did not think it was critical at the moment as they have some worktime left on the job.

Mr. Hall requested that we contact him and arrange a meeting and inspection at which meeting he would have the subcontractors in attendance, the purpose being to arrive at a solution to this problem.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

NOTED
FORREST COOPER

RECEIVED
SEP 6 1963

FORM E-30X—50M—8-62 49809

FOR FILING

6084

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1963

SUBJECT:

To:

Mr. G. W. Harra
Engineer of Materials

SHOPS

Will you please ascertain the cement content in the failing cores which were recently taken on the 12th Street-North Ashland Project.

This information is needed to back up our request to the contractor to replace non-specification material.

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:fp

cc Lloyd Shaw
L. R. Chandler
Don Haller

RECEIVED
SEP 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
AUG 22 1963
FOR FILING

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 15, covering guard rail-salvaged barricade and guide posts on the 12th St.-N. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089 in connection with Federal-Aid Project No. I-5-1(37)18.

The substitution of salvaged guard rail on the North Ashland Interchange was made because the salvaged members were already painted and thus caused less disruption of traffic. Price Agreement No. 11 provided for new guard rail in this area. The additional sight posts were not anticipated when Price Agreement No. 11 was submitted.

This agreement will not change the cost of the project as a whole. It will result in a saving of $583.60 on Price Agreement No. 11.

The work was done during construction of the temporary connection as an emergency measure to care for traffic in the most efficient manner. Approval was verbally recommended by the BPR Area Engineer August 19, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
AUG 20 1963
FOR FILING

August 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Price Agreement No. 14
12th St.-N. Ashland Inter. Sec.
Pacific Highway, Jackson County
Project No. I-5-1(37)18

Dear Sir:

In response to the verbal request from your office for additional information regarding the subject Price Agreement the following is submitted:

The tack coat for A.C. pavement was not included in the specifications, consequently a grade of oil specified for the job was to be used where required as a tack.

Due to weather conditions the use of SS-1 in lieu of the specified RS-1 was used. The Agreement does not constitute an increase in cost, but a substitution of asphalt at contract bid prices.

Your approval of the Agreement is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:ee

RECEIVED
AUG 16 1963
FOR FILING
6089

August 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 14, covering SS-1 asphalt tack coat on A. C. pavement on the 12th St.-W. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089 in connection with Federal-Aid Project No. I-5-1(37)18.

It is necessary to use a tack coat on A. C. pavement to get a satisfactory bond. This agreement establishes a price for SS-1 which is the same as contract bid price for RS-1.

This work was verbally recommended for approval by the BPR Area Engineer August 12, 1963. Work was started November 15, 1962. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pac

RECEIVED
AUG 1 2 1963
FOR FILING

FORM E-30X—50M—5-58 43509

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1963

SUBJECT: 12th Street-No. Ashland Interchange Section
Pacific Highway
Contract No. 6089

To: Mr. L. I. Lindas
Chief Counsel

BUILDING

A section of Type II Barricade (25 feet) on the above section was destroyed when struck by a car on July 26. This car was travelling on a closed section of the road.

The cost to replace this guardrail is estimated to be $90.71. The Division recommends the Legal Department collect this amount. For your information three copies of "Investigation and Report of Damage to Highway Structure" which covers the incident are attached, along with copy of letter from the Division.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachments

cc: L. P. Shaw

RECEIVED
AUG 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 2, 1963

To: F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Extra Work Order No. 18
Damage to Highway Structure
12th Street-N.Ashland Interchange Section
Contract 6089

Enclosed is Extra Work Order No. 18 in the amount of $90.71 on the subject project. Also, enclosed is an Investigation and Report of Damage to Highway Structure report.

This Extra Work Order is to replace a section of Type 2 barricade destroyed in an automobile accident on July 26, 1963.

Your approval is recommended.

I recommend that the cost of repairing the guard rail be turned over to our Legal Department for collection.

John Quiner II

John Quiner II
Assistant Division Engineer

JQ:ds
attach.

cc:

Form E-372—HM—4-60

OREGON STATE HIGHWAY DEPARTMENT

Investigation and Report of Damage to Highway Structure

DATE OF ACCIDENT July 26, 1963 Hour: AM 9:05 + − PM

FIRST PARTY

VEHICLE: Make Cadillac Model 2 door Sedan Year 1963

~~Truck~~ (Car) license 5T 3357 PUC license ORE ———

Trailer license ——— PUC license ORE ———

Driver Howard H. Lage (Name) 2218 Capitol St., Medford, Oregon (Address)

Legal owner Skinner Buick-Cadillac Co. (Name) 143 S. Riverside Ave, Medford, Ore. (Address)

Insurance Company G.M.A.C. Insurance Co. (Name) 1005 E. Main St., Medford, Oregon (Address)

Second Party

Motors Insurance Corporation 1310 S.W. Yam Hill, Portland, Ore.

(If another vehicle was involved, identify it on back.)

STRUCTURE: Barricade Type II (25 feet) (Name of bridge or scale. If sign or signal, state type.)

Highway I-5 Pacific Highway-No. Ashland Interchange MP

Extent of damage Destroyed (Describe fully)

Estimate of cost of repair $ 90.71

Estimate made by D.H. Haller Estimate checked by Bill Gaddis

WITNESSES TO ACCIDENT: (If no witness was present when accident occurred, give names of first to reach scene such as State Police Officer, ambulance or wrecker driver or Highway Department employees. Give time of arrival. Show statements on back of report. If no witnesses, write "NONE").

1. D.H. Haller Jr. (Name) P.O. Box 1106, Medford (Address) Resident Engineer (Title or occupation) North Ashland O'xing (Location when accident occurred)

2. (Name) (Address) (Title or occupation) (Location when accident occurred)

3. (Name) (Address) (Title or occupation) (Location when accident occurred)

Other Witnesses

WITNESSES TO DAMAGE: (Give name, occupation or title, address, time damage was observed and state who reported to Highway Department, who received the report, and brief description of conditions.)

1. Jack McCormick (Name) 2692 N. Pacific Hwy. (Address) Resident Engineer (Title or occupation) 10:30 PM 7/26/63 (Time damage observed)

2. (Name) (Address) (Title or occupation) (Time damage observed)

3. (Name) (Address) (Title or occupation) (Time damage observed)

Other Witnesses

(Over)

WITNESSES' OR DRIVER'S DESCRIPTION OF ACCIDENT: (Include name of witness, when and to whom the statement was given.)

Statement made to Bill Gaddis, Draftsman, 7/30/63. "It was dark and we came off a dirt road and got onto the Freeway and then there was nothing to do but keep going" "I was doing about 40 MPH with the lights on low beam and suddenly it was right in front of us. With the boat behind I couldn't stop in time so I grabbed my boy to keep him from being hurt."

HIGHWAY DEPARTMENT EMPLOYEES' INVESTIGATION AND DESCRIPTION OF ACCIDENT: Tell when investigation was made, who was interviewed and pertinent facts obtained. Give Second Party information in detail.

Vehicle owned by Skinner Buick-Cadillac Company was proceeding northerly on N. Bd. lane of unopened section of 12th St.-No. Ashland Interchange which is in general located southerly of the No. Ashland Interchange. Only the northerly portion of this interchange is open to traffic, the southerly portion being isolated by means of type-2 barricade, std. O.S.H.D. Drg. No. 2094. The vehicle in question struck a portion of this barricade at high speed. There were approximately 36 feet of skid marks. The barricade in general was moved approximately 60 feet at which time the vehicle, which was towing a boat, went over the top of the barricade. One part of the barricade, an 8x8 wooden post and the 6" channel "L", was broken from the rail and drug to a point approx. 500 feet from the point of impact at which point the vehicle stopped. The driver was told to report the incident to the State Police. I recorded the license no. and reported the accident to the State Police at about 9:30 PM, 7/26/63. I then returned to the accident scene in the company of Jack McCormick, resident engineer O.S.H.D., to make an investigation of the damage.

How was it determined who was responsible for damage; by observation of wrecked vehicle, from statement of witness or driver, or by what other means?

Observation of accident.

Be sure that report shows who saw accident, who saw damage, who heard statement reported, when seen, when and where heard, etc., who made statements, etc.

APPROVED: John Magnuson
District Maintenance Superintendent
Asst. Division Engr.

Signature of Investigator: D. H. Chandler
Resident Engineer

Title: .....

State Printing 27327

RECEIVED
JUL 30 1963
FOR FILING

1

h. Shaw

RECEIVED
JUL 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

.RSM
CON RSB MED 146 7-26-63 1137AM

F D MORGAN
DIVISION OFFICE

12TH ST- NO ASHLAND SECTION OF FREEWAY OPENED TO TRAFFIC 11:34 THIS DATE

KR
L R. CHANDLER
LF

1,.4.
.

RECEIVED
JUL 30 1963
DIVISION OF
HIGHWAYS

RECEIVED
JUL 22 1963
FOR FILING

6087

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1963

SUBJECT: 12th Street-No. Ashland Section
Workday Charges

To: MEMO TO THE FILES

Workday charges assessed against subject project prior to completion of the grading portion were approved by this office on the basis that pressure was needed to force the contractor to work as much of the project as possible in order to complete the job at an early date.

I discussed this matter with Mr. Martin of the Bureau of Public Roads and he concurred that if it later appeared that these charges were not correct, that an extension of time could be granted on the basis that a fairly small percentage of the job was all that was available.

J. F. Putnam
Assistant Construction Engineer

JFP:bjh

cc: A. W. Parsons
L. P. Shaw
L. R. Chandler
Jack McCormick

LOYD P. SHAW

RECEIVED
JUL 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 18 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1963

To Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

SUBJECT: Extra Work Order No. 16
Lemery Property
12th St.-No. Ashland Interchange Section
Pacific Highway
Contract No. 6089

We have approved Extra Work Order No. 16, covering the cost of installing a 12-inch C.M. pipe and tide gate on the Lemery property on the subject project. This work is being done at the request of the property owner as an indirect result of right of way negotiations. We do not have Federal participation on this work.

Under Price Agreement No. 6, we placed topsoil in low areas on this property to prevent ponding of water. In February, we received a copy of a letter dated January 25, 1963, from Dr. Lemery releasing the Department from any further claims regarding drainage of his property. It would appear this letter was not sufficient. Please arrange to get a more positive assurance in letter form from Dr. Lemery after the pipe and tide gate are installed.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DRS:bjh

cc: L. P. Shaw

RECEIVED
JUN 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
L. P. SHAW

RECEIVED
JUN 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 7, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-DB

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-5-1(37)18, Contract No. 6089
Temporary Signing
12th St.-North Ashland Interchange Section
Pacific Highway-Jackson County
State Force Work Order No. 6

Reference is made to your letter dated June 4, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The State has trained men and specialized equipment to perform the work most economically.

2. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

This work was verbally approved by a B.P.R. District Engineer on May 22, 1963, and this approval is effective as of that date.

RECEIVED
JUN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Required to Comply
6-26-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 4 - 1963
FOR FILING

June 4, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 274, covering temporary signing on the 12th St.-N. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)18.

Temporary signing at the E. Ashland Interchange connection at Valley View Road and to the Rogue Valley Highway (old Highway 99) is necessary to open the freeway to traffic.

A substantial saving in costs can be made by doing this work with State forces. The amount is too small to be done by separate contract.

This work was verbally approved by the BPR District Engineer, May 22, 1963. Your approval of the Order to include work done on that date under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

CT:bb

Enc.

RECEIVED
JUN 30 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1963

To: Mr. L. I. Lindas
Chief Counsel

BUILDING

SUBJECT: State vs. T. G. Vella, et ux
12th St. - No. Ashland Interchange
Pacific Highway - Jackson County
Contract No. 6089

Attached hereto are copies of correspondence from Assistant Division Engineer John Quiner and Resident Engineer D. H. Haller with a sketch map and pictures, all concerning the complaint of Mr. Thomas G. Vella, through his lawyer, Mr. Paul W. Haviland.

To furnish you with some background information, Meyer Creek is a quite fast running creek which has a tendency to carry materials with it and drop them at any easing of the grade. On December 2, 1962, a heavy runoff occurred and enough material was deposited at point "C" as indicated on the sketch map to force the creek to change its channel. The channel was diverted enough so that it completely by-passed the box culvert which we had constructed under the freeway and hit the grade at a point some 300-feet northwesterly of the old channel following the grade towards Medford until it was finally able to escape.

To prevent this action from recurring, our field men approached Mr. Vella with three different proposals for returning Meyer Creek to the box culvert where it belonged. Mr. Vella stated that the one shown as #35371 on the sketch map suited him the best. We, therefore, constructed the channel change with a dike. During the construction of the dike the contractor inadvertantly pushed some of the dike material over onto Mr. Vella's property as is shown on the sketch. He is in the process of removing this material as soon as possible.

You will note that by placing the channel in its new position, we have allowed Mr. Vella to reclaim a portion of his land through which the channel had previously cut. You can also see on the pictures that we have done no destructive work, that we have picked up the water in an existing flow and that

NOTED
LLOYD P. SHAW

work of this nature was necessary to prevent future flood damage.

As to the allegations that we made mud flats of the areas shown as "A" and "B" on Mr. Haviland's sketch, no piece of equipment to our knowledge was ever in these areas and the damage was caused by the flood and through no action of ours. It would appear to me that Mr. Haviland's map did not contain the easement #35371 which we obtained to do this work.

With this data in hand I believe that you can combat the allegations as raised by Mr. Vella, and members of the Division office or the Resident's office would be more than happy to meet with you and Mr. Vella's lawyers to discuss this matter on the ground.

F. D. Morgan
Construction Engineer

By J. F. Putnam
J. F. Putnam
Assistant Construction Engineer

JFP:bjh
Attachments

cc: L. P. Shaw

RECEIVED
JUN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—20M—10-62 46523

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 22, 1963

SUBJECT: 12th St.-N. Ashland Interchange Section

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Herewith are copies of correspondence concerning the relocation of Myer Creek channel on the 12th Street-North Ashland project.

Will you please have this matter investigated and give us a full report with a sketch map showing the location of the facility in regard to the easement and any work which was done outside of the easement area. Also, please answer the allegations made by Mr. Haviland as to what we should have done in this area rather than what we did.

As this is a matter which will probably be brought out in a trial, the information must be completely informative and accurate. Please make this an early order of business and have your report in here not later than June 4.

F. D. Morgan
Construction Engineer

By J. F. Putnam
J. F. Putnam
Assistant Construction Engineer

JFP:fp
Enc.
cc Lloyd Shaw
L. I. Lindas

NOTED
LLOYD P. SHAW

RECEIVED
MAY 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
May 21, 1963

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

State vs T. G. Vella, et ux.
R-35371 (L-4287)
Seven Oaks-Neil Creek Section
Pacific Highway

Attached are copies of Mr. Lindas's letter of May 17 and the Haviland & Clinkinbeard letter of May 14 regarding an alleged lack of similarity to plans and finished product as these affect the subject property.

Please have this investigated thoroughly and at once. Be certain the material presented for Mr. Lindas's use is completely informative and accurate.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc L. I. Lindas

FORM E-90 EDM 8-62 49906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1963

To: Lloyd P. Shaw
Asst. State Hwy Engineer

B U I L D I N G

SUBJECT: State of Oregon
vs.
Thomas G. Vella, et ux
L-4287 R-35371
Seven Oaks-Neil Creek Section
Pacific Highway

I wonder if you could have the within complaint investigated and let me know the results of the same that I may be able to try to reach a proper decision in this matter and answer Mr. Haviland's inquiry.

L. I. LINDAS
Chief Counsel

LIL:bp
Attachment

RECEIVED
MAY 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-723

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 17, 1963

Paul W. Haviland
Attorney at Law
The Mall
1005 East Main St.
Medford, Oregon

Re: State of Oregon
vs.
Thomas G. Vella, et ux
L-4287 R-35371
Seven Oaks-Neil Creek Section
Pacific Highway

Dear Paul:

Your letter of the 14th directed to Bob Patterson has been referred to me in Mr. Patterson's absence and I am taking this opportunity to acknowledge your letter and to inform you I have turned the matter over to our Engineering Department for an investigation and report.

As soon as it is forthcoming, Bob Patterson will be in touch with you concerning this matter which we hope can be worked out to the satisfaction of all concerned.

Thanking you for calling this to our attention, and with kind regards, I remain

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bp
cc: Lloyd P. Shaw
Bob Patterson

PAUL W. HAVILAND
KARL CLINKINBEARD

JUSTIN M. SMITH

HAVILAND & CLINKINBEARD
ATTORNEYS AT LAW
THE MALL
1005 EAST MAIN STREET
MEDFORD, OREGON

May 14, 1963

RE: 5-17-63
T: Shaw
Could you have
Her investigated for
me, that I may
answer this letter,
TO: EDWARD T. LINDAS

Mr. J. Robert Patterson
Chief, Trial Section
State Highway Department
Salem 10, Oregon

Re: State of Oregon vs. Thomas G. Vella, et ux
Case No. 63-294-L
Your File L-4287 R-35371
Seven Oaks-Neil Creek Sec.
Pacific Highway

Dear Mr. Patterson:

I was very happy to receive your letter of May 8, 1963 and thought that the map that you sent me would be of considerable help in analyzing the problems of defense in this matter but, unfortunately, any similarity of the work that has been done on the Vella property in relation to the map is purely coincidental.

Apparently, the Highway Department or the contractor at the direction of the Highway Department moved in on the property and they have constructed a dike and they have changed the channel of Myer Creek in such a manner that would even shock lawyers who know nothing of engineering and water problems.

In addition, they have trespassed on the land of Mr. Vella without permission and done construction work far outside of the bounds of the part of the property being condemned for an easement and they have caused irreparable damage to additional portions of his property by the manner in which they have proceeded.

I think you and the other members of the Trial Section realize that this office has attempted to cooperate in these matters and if it weren't for that, you would probably be reading about this situation in The Oregonion because this is the type of thing that goes far beyond the bounds of propriety and is a waste of land and material.

Realizing, of course, that I am no artist, I overlaid a piece of paper on the map that you furnished so that the lines will be familiar to you and then I roughly sketched in the changes that

have been made on the premises by either the contractor or the Highway Department and I am enclosing Thermo-Fax copies of my mental recollection of the situation as I found the property yesterday when I visited it with Mr. Vella.

You can see from examination of the enclosed Thermo-Fax that a good portion of almost the entire length of the dike is outside of the 40 feet from the center line of the relocated Creek bed but that, basically, isn't the most serious transgression.

Whoever went in went on up the Creek some 300 to 500 feet from the end of the dike and changed the channel by digging the channel deeper and blocking its old course and have swung the channel towards the end of the dike.

In looking at the enclosed Thermo-Fax, please bear in mind that this is made from my recollection at the scene and the measurements are not entirely accurate although I did pace off some of the distances indicated.

At the point on the enclosed Thermo-Fax indicated with a "C", they have changed the natural course of the stream and in digging out the channel for the stream, spread gravel and debris over bottomland that was in cultivation in a wide area indicated by the outline of the letter "A".

They have made a mud and rock flat out of the triangular area indicated by the letters "A", "B" and "C" and you may be assured that in high water the balance of Mr. Vella's property lying in the area of the letter "B" will be damaged for any further use by reason of rocks and debris because that stream will not stay in its channel as indicated but will cut across the natural flow area that it has flowed for many years.

Naturally, it would have been very simple from an engineering standpoint to have constructed the new channel improvement between the letters "C" and "D" which would have followed the old Creek channel and would have made it unnecessary to have several sharp turns in the Creek but that, of course, would be too simple and it wouldn't have been necessary to have damaged and destroyed property owned by Mr. Vella in the areas of "A" and "B" as well as the entire area covered by the dike.

It is my feeling that the highway will probably be protected from

the new dike construction but during periods of high water by reason of the disturbance of the gravel, the stream will wash across the area indicated with the letter "B".

Considering the extent of the damage that has already been done and the damage that can reasonably be contemplated and the trespasses of the Highway Department upon areas over which they had no right to go and the fact that a good portion of their dike is not within the bounds of the easement, it is a little difficult for me to understand how they were able to offer that impressive sum of $125.00 for the total damage to Mr. Vella's property.

At the time Mr. Vella discussed this situation with your Right-of-Way Agent, he offered to give them the easement if in the interests of safety they would connect the wings of the culvert going under the highway to the fence line marked with an "X" rather than stringing a mesh fence across the Creek, under which cows and cattle can move so that they could get out on the highway without any difficulty, and at 70 or 75 miles an hour, cows can make quite a mess of an automobile.

Also on the other side of the road, Mr. Vella suggested the same procedure.

Mr. Vella offered to give the Highway Department the easement for the dike if they would give him an easement to allow cattle to go back and forth through the culvert, which is plenty large for that, during the summer months to the land that he has across the roadway but he was informed that such was impossible and that the Highway Department would take his land without any difficulty.

Also, as a matter of interest, when they were discussing the original easement, Mr. Vella pointed out to them the problems that they were going to have during high water but they indicated that they didn't know what he was talking about and the damage that resulted to the highway was the direct result of their lack of consideration to people who are familiar with the water problems on the land over which the highway was being built.

They have made statements to Mr. Vella that the damage to the highway at that point cost them approximately $100,000.00 and yet they turn right around and damage his property and have done a poor job of rectifying the water problem and have made their construction without any consideration to the most realistic approach and then offer him $125.00 for this damage.

the new dike construction but during periods of high water by reason of the disturbance of the gravel, the stream will wash across the area indicated with the letter "B".

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Also, as a matter of interest, when they were discussing the original easement, Mr. Vella pointed out to them the problems that they were going to have during high water but they indicated that they didn't know what he was talking about and the damage that resulted to the highway was the direct result of their lack of consideration to people who are familiar with the water problems on the land over which the highway was being built.

They have made statements to Mr. Vella that the damage to the highway at that point cost them approximately $100,000.00 and yet they turn right around and damage his property and have done a poor job of rectifying the water problem and have made their construction without any consideration to the most realistic approach and then offer him $125.00 for this damage.

It all seems a little absurd.

I think the next step would be to have you come down and look at the problem because all we are interested in is working out some reasonable solution and, insofar as possible, to have no more of Mr. Vella's land damaged than is necessary.

I realize that there isn't a great deal involved and as a result of the damage that has been done by the Highway Department already in the construction referred to, surveys would have to be made to include the areas that in effect have been taken or damaged beyond any utility as a result of their action.

The pasture that has already been covered up by the dike and the change in the stream and the gravel that has been strewn on other portions of the land will present a loss of several acres.

I think that if we were to fight this matter on the basis of necessity that we might have a good defense.

Again I wish to point out to you that Mr. Vella's attitude has always been one of cooperation and I therefore suggest that someone in your Department immediately make arrangements with me to visit the area so that your Department can personally survey the stupidity of some of the action that has been taken in this matter.

I trust that I will hear from you in the immediate future.

Kindest personal regards.

Very truly yours,

HAVILAND & CLINKINBEARD

Paul W. Haviland

PWH:ms

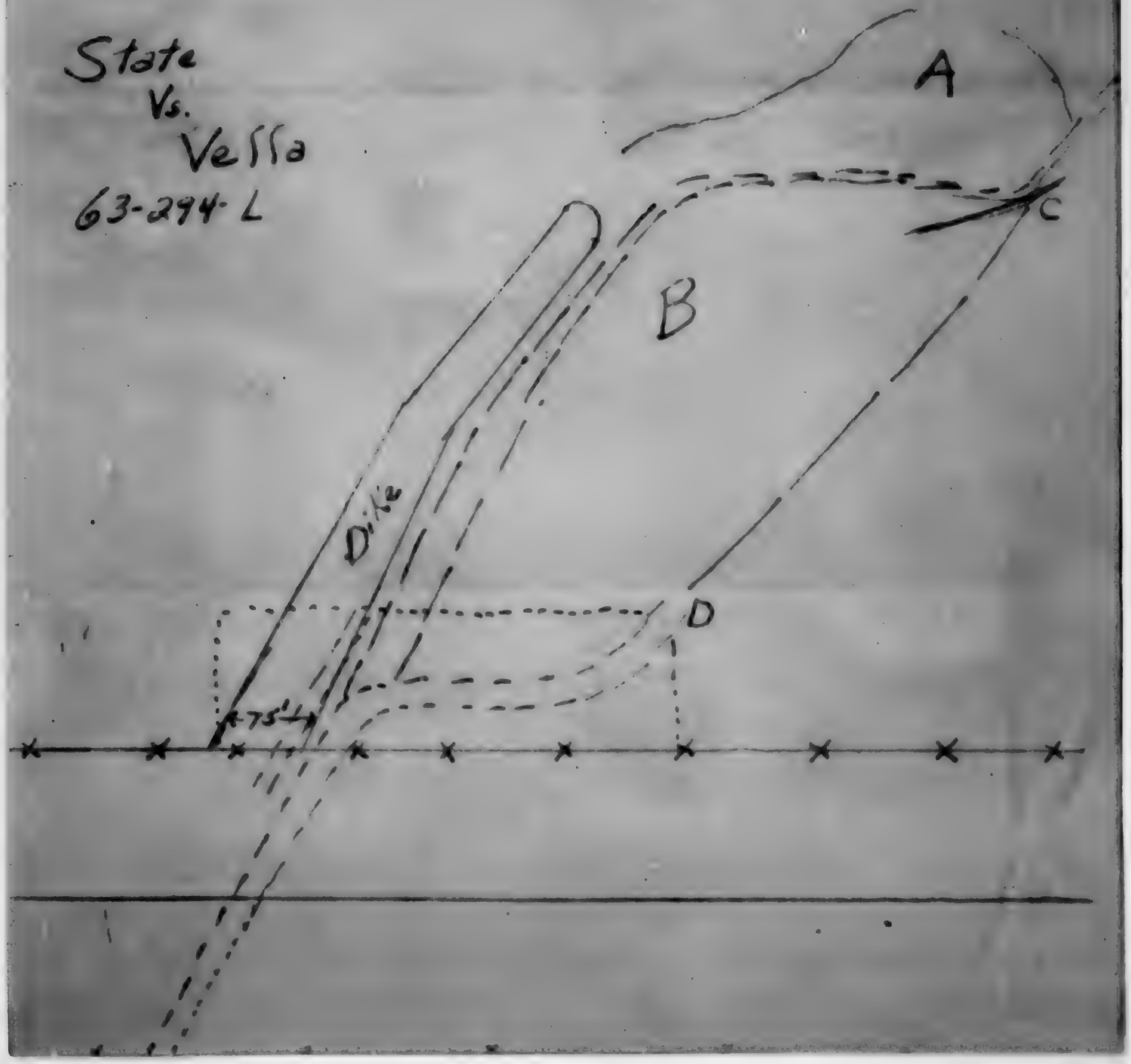
cc: Mr. Thomas Vella

3-3

12th Street - N. Lakeland Interchange

Fed Road Div No 8 | Oregon | Project I-5-1(30)18 | Sheet No 18

State
Vs.
Vella
63-294-L



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MAY 22 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: 12th St.-N. Ashland Interchange
Contract No. 6089

Dear Sir:

Reference is made to your communique dated April 19, 1963, which relates to an apparent violation of the Fair Labor Standards Act. The particular violation occurred on payroll #5 for the week ending December 15, 1962, as submitted by Traffic Safety Supply. The violation consisted of apparent non-payment of time and a half for work over 40 hours.

Mr. D. H. Haller has investigated the alleged violation, and I attach corrected payroll #5. We have also been advised that the two employees involved received their supplemental checks #4993 and 4994 covering the overtime. This should constitute a correction of this citation.

Very truly yours,

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjh
Attachment
cc: L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
MAY 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

May 17, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(37)18, 12th St.-N. Ashland Section
Welded Mat Reinforcement

Reference is made to your letter of April 29, 1963 discussing the specifications for bar mat reinforcement and requesting our approval of a modification of the specifications to allow a minimum of 70,000 psi tensile strength in the bars after welding.

Early tests of this steel before fabrication into welded mats, and later tests of bar stock removed from the mats (sections between welds) complied with the requirements for minimum yield and minimum tensile strength as given in AASHO M-185. These values are 60,000 and 90,000 psi, respectively. Subsequent tests made of sections of bar which had been welded to during fabrication of the mat met the minimum specified yield point of 60,000 psi but showed a large drop in tensile strengths. The average tensile strength dropped from over 100,000 before welding to about 80,000 psi after welding.

The specifications for this project state that bar mats shall conform to AASHO M-54 except that the No. 5 longitudinal bars shall be 60,000 psi minimum yield strength deformed billet steel bars conforming to AASHO M-185. There is some question in our mind as to the applicability of Section 8 of M-54 to the subject project. M-54 provides for the use of three types of steel and states that the hard grades of these three types of steel should not be welded. It follows then that Section 8 applies only to non-hard grades of steel. The special provisions for this project calls for steel conforming to M-185, which we consider to be a hard grade of steel. Since M-185 is silent on the subject of welding, we feel that the requirements therein for elongation and minimum tensile strength do not necessarily apply to bar specimens tested across points of weld. In view of these questions as to the applicability of provisions in the specifications pertaining to welding, we will accept the steel on the subject project on the basis of tests of non-welded specimens. On that basis the steel is satisfactory.

original To Young
cc Morgan
Klaboe
5-22-63

-more-

NOTED
LLOYD P. SHAW

In the design of this pavement, the primary consideration was that the longitudinal steel have a minimum yield point of 60,000 psi. This theory agrees with recent recommended practice for continuous pavement reinforcement, which places emphasis on yield point rather than ultimate strength. As stated previously, all tests on the subject steel, even those across points of weld, were well above the minimum specified 60,000 psi. This information is included as further justification for acceptance of the steel used on this project.

In view of the demonstrated reduction in both ultimate strength and ductility of this type of steel when welded, we recommend that welding of this type steel be prohibited on future projects. For Project I-5-6(38)302, North Shaver-Morrison Section in Portland, which project is now under contract, we also recommend that welded bar mats not be permitted.

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MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 - 1963
FOR FILING

Salem, Oregon
May 6, 1963

12th Street-No. Ashland Interchange
Pacific Highway - Jackson County
FA I-5-1(37)18

Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

The construction of the continuously reinforced concrete pavement on the 12th Street-No. Ashland Interchange Section of the Pacific Highway in Jackson County was begun September 13, 1962, and continued until November 15, 1962, when it shut down for the winter. At this time, approximately 75 per cent of the pavement was in place.

The reinforcement consists of deformed round 5/8-inch bars at 6 1/2" spacing with 3/8" round transverse bars at 2'4" spacing. Bar mats 12' long and 11'4 1/2" wide were fabricated at the steel plant by resistance welding at all intersections of transverse and longitudinal bars.

Early in January, 1963, a wide crack developed across the outside 12' lane of the northbound lanes at Station 1066. No crack was apparent across the inside lane at that time. Subsequently on January 21, 1963, this crack extended across the inside lane on the line of a transverse bar. The concrete temperature at the time of construction was 78° F. with air temperature of 90° F. The extension across the inside lane occurred on a day when the air temperature reached a minimum of 4° F.

Cores were taken at the crack which showed honeycomb at the plane of the metal reinforcement in the outside lane. Later, an 8' wide section of the concrete, 4' on each side of the crack, was removed. Definite evidence of honeycomb or gravel pocket extended over the entire area of the splice between bar mats in the outside lane was shown. There was little bond of concrete to steel in this area and the failure was entirely by bond failure and slippage of the steel at the lap. The concrete in the inside lane was sound and extension of the crack across this lane was accompanied by failure of the steel, all bars being broken.

The bond failure in the outside lane transferred the entire temperature stress from both lanes into the steel in the inside lane, doubling the design stress and causing failure in tension of the steel.

The special provisions for the project required steel conforming to AASHO Specification M-54 except that the longitudinal bars should develop a minimum yield strength of 60,000 psi conforming to AASHO Specification M-185. This specification requires minimums of 60,000 psi yield strength, 90,000 psi tensile strength and elongation of 11 per cent. Test results on the steel prior to fabrication of the mats have all exceeded these minimums. Prior to delivery of steel mats, tests were made across the welds which indicated that physical properties were not reduced below the minimums by the welding. Tests were made on the bars as delivered to the fabricating plant throughout the job. No further tests across the welds were made until after the crack occurred.

After the crack occurred, an entire mat was sent to the laboratory and 19 pairs of tests were made, one outside of the weld area and one across the weld. The average results of these tests are as follows:

	Outside of weld	Across a weld
Yield strength	72,180	71,100
Tensile strength	113,410	79,760
Elongation (8" gage length)	13.7	1.2

The welding had only a minor effect on the yield strength, approximately 1.5 per cent but the tensile strength was reduced 29.7 per cent and the elongation by a factor of ten. The welding procedure followed in the fabrication of the mats resulted in a hard, brittle material with a reduced tensile strength. The reason for the reduction in tensile strength after welding is not known. It is possible that too high amperages were used in the welding process. In the tests made across the weld, two of the 19 samples showed tensile strengths exceeding 90,000 psi, indicating that acceptable welding can be done.

In this project the use of welded wire mesh was allowed as an alternate under AASHO M-55 in which physical properties are given in AASHO M-32. This provides for a tensile strength of 75,000 psi, and a yield strength of 0.8 tensile strength or 60,000 psi. The two specifications are not compatible in requiring a higher tensile strength for bars than for mesh.

While the weld is the weakest section of the reinforcement it is doubtful that the full strength material could have withstood

the stress after the outside lane failed in bond. This resulted in an effective steel area of 0.3 per cent which has not proved adequate in other continuously reinforced pavement projects. With both lanes effective we have 0.6 per cent of steel.

It is recommended that we arrange for the testing of three samples of the longitudinal bars from a mat picked at random from each 6,000 linear feet of mats. These samples to be cut so that they include a weld. We should require material to conform with AASHO M-183, M-54, and M-31. This would require yield strength of 60,000 psi, tensile strength of 90,000 psi, and elongation of 11 per cent. AASHO M-54, however, in effect, waives the elongation requirement when the mats are welded. It is suggested that on projects now under contract but not built the contractor's attention be called to this requirement.

G. S. Paxson

GSPrhlb

cc Forrest Cooper
Lloyd P. Shaw

RECEIVED
APR 30 1963
FOR FILING

6087

April 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Welded Bar Reinforcement
12th St.-So. Ashland, I-5
FA I-5-1(37)18

The specifications for this project, on page 34 of the Special Provisions, required conformance with AASHO Specification M54 with the modification that the minimum yield strength should be 60,000 psi. The steel furnished, before fabrication into mats, exceeded these requirements with an average yield strength of approximately 70,000 psi and no test less than 60,000 psi. The average tensile strength on all tests exceeded 100,000 psi. The elongation averaged 15 per cent with a low test of 13 per cent. Specification requirement would be 10 per cent.

These bars were welded into mats. The welding reduced the tensile strength and the elongation but did not appreciably alter the yield strength. After welding, tensile strengths range from a low of 72,000 psi to a high of 95,000 psi with an average of 80,000 psi. Elongation was reduced to an average of one per cent, ranging from 0.5 to 3.0 per cent.

AASHO Specification M54 waives the elongation requirement for tests across the weld. (Sec. 8). It does not mention tensile strength. Our Special Provisions do not specify the grade of steel to be furnished except to require a 60,000 psi yield point. Normally such a yield point would carry with it a minimum tensile strength of 90,000 psi.

In view of the design based on 60,000 psi yield point, which is exceeded by all tests subsequent to welding,

we consider the material adequate for this project. It is requested that you approve a modification of the specifications to allow a minimum 70,000 psi tensile strength after welding but retaining the 90,000 psi material prior to welding.

On future projects a rigorous testing program will be conducted so that any welding procedures that tend to lower tensile strength will be detected at the time of fabrication.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw

GSP:ms

February 25, 1943

[illegible]
[illegible] Engineer
[illegible]
427 Cottage St. NE
Salem, Oregon

Dear Sirs

Subject: Welded Mat Reinfor[illegible]
12th St.-N.Ashland [illegible]
F.A. # I-5-1(31)[illegible]

Reference is made to physical tests of hard grade [illegible] used in fabricating welded steel mats for concrete [illegible] continuous reinforcement subject project. Number [illegible] were well covered by tests before fabrication into mats [illegible] readily complied with the specification as given in [illegible] - 185. Tests after fabrication of non-welded sections were well above 90,000 pounds per square inch in elastic [illegible] with an ultimate strength over 90,000 pounds per square inch. However, tests of welded sections indicated the elastic limit to be about the same but with a drop in ultimate below the specified 90,000 pounds per square inch specified in [illegible]

Design consideration was based entirely upon the [illegible] limit, and not the ultimate strength of the steel, to control cracking of the concrete slab. Reference is made in the specifications to a requirement of 60,000 pounds minimum elastic limit and no mention of ultimate strength other than a reference to a 185 which indicates 90,000 pounds steel is required for 60,000 pounds elastic limit.

A.A.S.H.O. M 54 questions the use of hard grade billet steel for welded mats and further states that in the event of tests after fabrication, failure to conform to the provisions of the specification covering steel bars as to percentage of elongation shall not be cause for rejection when samples [illegible]

tested across any point of weld. This being true, neither then should the results of tests for ultimate strength be considered valid.

It is requested that for the uncompleted portion of the job that any part of the specifications which refer to ultimate steel strength be waived and consideration be given only to the elastic limit as specified.

Very truly yours,

G. E. MARSH
Engineer of Materials

Gmh:arm

c.c. Tom Edwards
L. H. Young
F. D. Morgan
L. R. Chandler

Form S-47-1951-6-62

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Reaction test results
sent to fabricator

Project [illegible] Ashland Interchange
Highway Pacific
Contractor Fred H. State (sub E.C. Hall Const. Co.) Contract No 6089
Submitted by [illegible]

Prefix No
County
F. A. Project
Date reported

REPORT ON SAMPLE OF REINFORCING STEEL

Source of material Ore. Steel Mills
Sampled at Soule Steel Co.
To be used Conc. Pav't.
Sampled by [illegible]

Date received
Quantity represented

TEST RESULTS

Laboratory No.	616270	616271	616272	616273	616274	616275
Data Sheet No.	11046 (S-1286)					
Sample No.	1974 R	1976 R	1977 R	1978 R	1979 R	1980
Description	5	5	5	5	5	
Heat No.	B1071	B1145	B1142	B1142	B1084	B1084
Quantity represented, lbs.	4130	4981	20000	12712	20000	4200
Area, square inches	.301	.313	0.312	.306	0.317	0.314
Elastic limit, lbs., per sq. in.	75100	71850	66650	63600	67500	67850
Tensile str., lbs., per sq. in.	115600	111500	102900	100850	101750	101450
Elongation, per cent	16.0	14.0	16.0	16.0	17.5	17.0
Reduction in area						
Fracture	s¼c	s½c	s½c	s½c	s½c	s½c
Bend test	ok	ok	ok	ok	ok	ok
Weight per lineal foot, lbs.	1.024	1.054	1.062	1.073	1.077	1.063
Deformations:						
Gap	ok	ok	ok	ok	ok	ok
Spacing	ok	ok	ok	ok	ok	ok
Height	ok	ok	ok	ok	ok	ok
Color	-	-	-	-	-	-

Remarks: Shipped to Sept. 18, 1962 on Cont. No. PO-9000

RECOMMENDATIONS

Material as represented by these samples is suitable for use.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Chandler
Resident Engineer Waller
Dist. Maint. Sup't
Files
R Rief
Area Foreman

Engineer of Materials

Form B-61-1836-6-60

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Project 12th St.-N. Ashland Interchange
Highway Pacific
Contractor Fred Maslote Co.& F.C. Nell Const. Co. Contract No. [illegible]
Submitted by P.E. Forcum

Prefix No
County
F. A. Project No.
Date reported

REPORT ON SAMPLE OF REINFORCING STEEL

Source of material Oregon Steel Mills
Sampled at Soule Steel Co.
To be used Conc. Pav't.
Sampled by Forcum

Date received
Quantity represented

TEST RESULTS

Laboratory No	[illegible]	616265	616266	[illegible]	[illegible]	[illegible]
Data Sheet No	[illegible] (5-1206)					
Sample No	[illegible]	1957	[illegible]1958	1959	1960	[illegible]
Description	5	5	5	5	5	
Heat No.	[illegible]077	A1176	A1176	[illegible]050	[illegible]090	[illegible]
Quantity represented, lbs.	[illegible]2179	20000	17198	17134	20612	[illegible]
Area, square inches	.296	.299	.296	.300	.300	.302
Elastic limit, lbs., per sq. in.	73650	71550	71000	73640	71300	[illegible]
Tensile str., lbs., per sq. in.	113850	111700	111150	109650	110350	[illegible]
Elongation, per cent	15.5	17.5	15.5	16.5	15.5	[illegible]
Reduction in area						
Fracture	S C	SFC	SFC	S½C	S½C	S½C
Bend test	ok	ok	ok	ok	ok	ok
Weight per lineal foot, lbs.	1.006	1.015	1.005	1.021	1.021	1.035
Deformations:						
Gap	ok	ok	ok	ok	ok	ok
Spacing	ok	ok	ok	ok	ok	ok
Height	ok	ok	ok	ok	ok	ok
Color	-	-	-	-	-	-
Remarks	Shipped Sept. 18, 1962 on Cont. No. FR-5000					

RECOMMENDATIONS

Material as represented by these samples is suitable for use

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Chandler
Resident Engineer Heller
Dist. Maint. Sup't
Files
[illegible] Kief
[illegible]

Engineer of Materials

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Project — Prefix No.
Highway — County
Contractor — Contract No — F. A. Project No.
Submitted by — Date reported

REPORT ON SAMPLE OF — STEEL

Source of material
Sampled at
To be used — Date received
Sampled by — Quantity represented

TEST RESULTS

Laboratory No						
Data Sheet No	(S-115)					
Sample No.						
Description						
Heat No.						
Quantity represented, lbs.						
Area, square inches						
Elastic limit, lbs., per sq. in						
Tensile str., lbs., per sq. in.						
Elongation, per cent		15.5	13.0			
Reduction in area						
Fracture						
Bend test	ok	ok	ok	ok	ok	
Weight per lineal foot, lbs.	1.054	1.000	1.046	1.031		
Deformations:						
Gap	ok	ok	ok	ok	ok	ok
Spacing	ok	ok	ok	ok	ok	ok
Height	ok	ok	ok	ok	ok	ok
Color	-	-	-	-	-	-
Remarks	shipped on PR 9000					

RECOMMENDATIONS

Material as represented by these samples ...is..... suitable for use as hard grade

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Sup't
Files

Engineer of Materials

State Printing

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Project [illegible] and Interchange
Highway [illegible]
Location [illegible] Contract No. [illegible]
Submitted by [illegible]

REPORT ON SAMPLE OF REINFORCING **STEEL**

Source of material
Sampled at Seattle Steel Co.
Inspected [illegible]
Sampled by [illegible]

Date received [illegible]
Quantity represented [illegible]

TEST RESULTS

Laboratory No	[illegible]	61065	61064	[illegible]	[illegible]	[illegible]	[illegible]
Data Sheet No.	[illegible] (-1185)						
Sample No	[illegible]	4367R	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Description	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Heat No.	[illegible]	B1362	B1362	[illegible]	[illegible]	[illegible]	[illegible]
Quantity represented, lbs.	[illegible]	20000	17123	[illegible]	[illegible]	[illegible]	[illegible]
Area, square inches	[illegible]	.311	.310	[illegible]	[illegible]	[illegible]	[illegible]
Elastic limit, lbs., per sq. in.	[illegible]	63400	68700	[illegible]	[illegible]	[illegible]	[illegible]
Tensile str., lbs., per sq. in.	[illegible]	105800	105500	[illegible]	[illegible]	[illegible]	[illegible]
Elongation, per cent	[illegible]	16.0	16.0	[illegible]	[illegible]	[illegible]	[illegible]
Reduction in area	[illegible]						
Fracture	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bend test	OK	OK	OK	OK	[illegible]	[illegible]	[illegible]
Weight per lineal foot, lbs.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Deformations							
Gap	OK	OK	OK	OK	[illegible]	[illegible]	[illegible]
Spacing	OK	OK	OK	OK	[illegible]	[illegible]	[illegible]
Height	OK	OK	OK	OK	[illegible]	[illegible]	[illegible]
Color	-	-	-	-	-	-	-
Remarks	Stamped as #11 9000						

RECOMMENDATIONS

Material as represented by these samples is suitable for use as bar grade.

TEST REPORT DISTRIBUTION

- Bureau of Public Roads
- Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- Division Engineer Chandler
- Resident Engineer Heller
- Dist. Maint. Sup't
- [illegible]
- [illegible]

State Printing [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Contract No.

REPORT ON SAMPLE OF

steel reinforcement

Date received 1-19-63

TEST RESULTS

		2			
		5			
Bars, square inches		.22			
Elastic limit, lbs. per sq. in		71700			
Tensile strength, lbs. per sq. in		112,000			
Elongation, per cent		12.5			
Reduction in area					
Fracture		C-Sheer			
Bend		OK			
Weight per lineal foot, lbs		1.00#			
Deformations					
Gap		OK			
Spacing		OK			
Height		OK			
Color					
Remarks					

RECOMMENDATIONS

Material represented by these samples is suitable for use

DISTRIBUTION

Resident Engineer

Division Engineer

Resident Engineer

Miles

State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

[illegible] Contract No. 608
[illegible]

Proj. No.
County
F. A. Proj. No.
Date reported

REPORT ON SAMPLE OF REINFORCING STEEL

Source of Material
Shipped
To be used in continuous PCC slab reinforcement
Sampled by [illegible]

Date received
Quantity represented

TEST RESULTS

Laboratory No	[illegible]	628588	628589	[illegible]	[illegible]	[illegible]
Date Sheet No	[illegible]					
Sample No		4 of 5	5 of 5			
Description						
Heat No						
Quantity represented, lbs						
Area square inches	[illegible]	.306	.306	.306	[illegible]	[illegible]
Elastic limit, lbs. per sq. in.	[illegible]	70600	71200	71100	[illegible]	[illegible]
Tensile str., lbs. per sq. in	[illegible]	81500	112900	98200	[illegible]	[illegible]
Elongation per cent	[illegible]	1.0	14.0	9.5	[illegible]	[illegible]
Reduction in area						
Fracture	[illegible]	C-Sheer	S.C	C-Sheer	[illegible]	[illegible]
Bend test	[illegible]	OK	OK	OK	[illegible]	[illegible]
Weight per lineal foot, lbs	[illegible]	1.039	1.039	1.039	[illegible]	[illegible]
Deformations:						
Gap	[illegible]	OK	OK	OK	[illegible]	[illegible]
Spacing	[illegible]	OK	OK	OK	[illegible]	[illegible]
Height	[illegible]	OK	OK	OK	[illegible]	[illegible]
Color						
Remarks						

RECOMMENDATIONS

Material as represented by these samples is suitable for use. All weld samples [illegible]
Material represented by samples to be used only [illegible]

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer [illegible]
Resident Engineer Keller
Dist. Maint. Sup't
File

Engineer of Materials

Mimeo Proc. [illegible]

Form 2 [illegible]

OR[illegible]ON STATE HIGHWAY DEPARTME[illegible]
MATERIALS DIVISION

LABORATORY REPORT

Project [illegible] St. - N. Ashland Interchange
Highway [illegible]
Contractor [illegible] & E.C.Hall
Submitted by [illegible] Heller, Jr.

Prefix No.
County
Contract No. [illegible]
F. A. Project No.
Date reported

REPORT ON SAMPLE OF REINFORCING STEEL

Source of material
Sampled at
To be used — Continuous PCC Slab Reinforcement
Sampled by — Bill Reeve

Date received
Quantity represented

TEST RESULTS

Laboratory No.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Data Sheet No.	A/[illegible]10					
Sample No.	7	7W	8	8W		
Description	5	5	5	5		
Heat No.						
Quantity represented, lbs.						
Area, square inches	.[illegible]	.298	.298	.298	.[illegible]	[illegible]
Elastic limit, lbs., per sq. in.	73[illegible]00	71800	72700	72100	7[illegible]	
Tensile str., lbs., per sq. in.	113100	80900	114100	79500	11[illegible]	[illegible]
Elongation, per cent	1[illegible].0	1.5	15.5	2.0	1[illegible].0	[illegible].0
Reduction in area						
Fracture	3/C	C-Shear	3/C	C-Shear	3/C	[illegible]
Bend test	OK	OK	OK	OK	OK	[illegible]
Weight per lineal foot, lbs.	[illegible]1.012	1.012	1.012	1.012	1.0[illegible]5	1.[illegible]
Deformations:						
Gap	OK	OK	OK	OK	OK	[illegible]
Spacing	OK	OK	OK	OK	OK	[illegible]
Height	OK	OK	OK	OK	OK	[illegible]
Color						
Remarks						

RECOMMENDATIONS

Material as represented by these samples .....is..... suitable for use. All weld samples broke in [illegible]
• Material represented by samples to be used only if found satisfactory

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer — Chandler
Resident Engineer — Heller
Dist. Maint. Sup't
Files

Engineer of Materials

State Printing [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Project: 12th St. - N. Ashland Interchange
Highway: Pacific
Contractor: Frost M. State Co. & E. C. Hall Contract No. [illegible]
Submitted by: D.N. Heller, Jr.

Prefix No [illegible]
County [illegible]
F. A. Project No [illegible]
Date reported [illegible]

REPORT ON SAMPLE OF REINFORCING STEEL

Source of material
Sampled at
To be used: Continuous PCC slab reinforcement
Sampled by: Bill Boone

Date received [illegible]
Quantity represented

TEST RESULTS

Laboratory No.	628599	628600	628601	628602	628603	[illegible]
Data Sheet No.	A6513					
Sample No.	10	10A	11	11A	12	[illegible]
Description	5	5	5	5	5	[illegible]
Heat No.						
Quantity represented, lbs.						
Area, square inches	.302	.302	.296	.296	.297	.297
Elastic limit, lbs., per sq. in.	72500	70200	72500	70400	71400	[illegible]
Tensile str., lbs., per sq. in.	113500	72800	113500	93400	113000	[illegible]
Elongation, per cent	14.0	1.0	14.0	3.0	12.5	3.0
Reduction in area						
Fracture	S½C	C-Shear	S½C	C-Shear	S½C	C-Shear
Bend test	OK	OK	OK	OK	OK	OK
Weight per lineal foot, lbs.	1.027	1.027	1.006	1.006	1.009	1.009
Deformations:						
Gap	OK	OK	OK	OK	OK	OK
Spacing	OK	OK	OK	OK	OK	OK
Height	OK	OK	OK	OK	OK	OK
Color						
Remarks:						

RECOMMENDATIONS

Material as represented by these samples ....18.... suitable for use. All weld samples broke in weld.
* Material represented by Samples to be used only if found suitable.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer: Chandler
Resident Engineer: Heller
Dist. Maint. Sup't
Files

Engineer of Materials

State Printing [illegible]

Form E-07—1M—6-62

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Project 13th St. - N. Ashland Interchange
Highway Pacific
Contractor Fred H. Slate Co. & E.C. Hall Contract No [illegible]
Submitted by D.H.Heller, Jr.

Prefix No [illegible]
County [illegible]
F. A. Project No [illegible]
Date reported [illegible]

REPORT ON SAMPLE OF REINFORCING STEEL

Source of material
Sampled at
To be used Continuous PCC Slab reinforcement
Sampled by Bill Boone

Date received Jan 1, 1967
Quantity represented

TEST RESULTS

Laboratory No.	628605	628606	628607	628608	628609	628610
Data Sheet No	A6510					
Sample No.	13	13W	14	14W	15	15W
Description	5	5	5	5	5	5
Heat No.						
Quantity represented, lbs.						
Area, square inches	.296	.296	.297	.297	.303	.303
Elastic limit, lbs., per sq. in.	71300	70500	72400	71400	72600	70700
Tensile str., lbs., per sq. in.	112800	87000	113500	75400	113400	85200
Elongation, per cent	14.5	2.0	14.0	0.5	13.5	1.5
Fracture	S&C	C-Shear	S&C	C-Shear	S&C	C-Shear
Bend test	OK	OK	OK	OK	OK	OK
Weight per lineal foot, lbs.	1.006	1.006	1.009	1.009	1.030	1.030
Deformations:						
Gap	OK	OK	OK	OK	OK	OK
Spacing	OK	OK	OK	OK	OK	OK
Height	OK	OK	OK	OK	OK	OK
Color						
Remarks						

RECOMMENDATIONS

Material as represented by these samples is suitable for use. All weld samples broke in metal.
Material represented by samples to be used only if found suitable.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Chandler
Resident Engineer Heller
Dist. Maint. Sup't
File

State Printing 4M68

Engineer of Materials

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Project: 13th St. - N. Ashland Interchange
Highway: Pacific
Contractor: Fred H. Slate & E.Co Hall Contract [illegible]
Submitted by: J.H. Haller, Jr.

Prefix No.
County
F. A. Project No.
Date reported

REPORT ON SAMPLE OF REINFORCING STEEL

Source of material
Sampled at
To be used: Continuous PCC Slab reinforcement
Sampled by: Bill Boone

Date received
Quantity represented

TEST RESULTS

Laboratory No.	628611	628612	628613	628614	628615	628616
Data Sheet No.	A8510					
Sheet No.	16	16	17	17	18	18
Description	5	5	5	5	5	5
Heat No.						
Quantity represented, lbs.						
Area, square inches	.295	.295	.308	.308	.298	.298
Elastic limit, lbs., per sq. in.	72200	70800	72700	70950	71500	71500
Tensile str., lbs., per sq. in.	113600	98400	113600	71200	113400	71200
Elongation, per cent	14.0	1.5	13.0	1.0	13.5	0.5
Reduction in area						
Fracture	S½C	C-Shear	S½C	C-Shear	S½C	C-Shear
Bend test	OK	OK	OK	OK	OK	OK
Weight per lineal foot, lbs.	1.003	1.003	1.018	1.018	1.012	1.012
Deformations:						
Gap	OK	OK	OK	OK	OK	OK
Spacing	OK	OK	OK	OK	OK	OK
Height	OK	OK	OK	OK	OK	OK
Color						
Remarks:						

RECOMMENDATIONS

Material as represented by these samples ...is... suitable for use. All weld samples broke in parent
Material represented by samples to be used only if found suitable

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer: Chandler
Resident Engineer: Haller
Dist. Maint. Sup't
Files

Engineer of Materials

State Printing 4-58

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Project: 12th St. - N. Ashland Interchange
Highway: Pacific
Contractor: Fred H. Slate & E.C. Hall Contract No. 6083
Submitted by: J. H. Haller, Jr.
Prefix No.
County:
F. A. Project No.
Date reported:

REPORT ON SAMPLE OF REINFORCING STEEL

Source of material:
Sampled at:
To be used: Continuous PCC slab reinforcement
Sampled by: Bill Beane
Date received: Jan 10, 1963
Quantity represented:

TEST RESULTS

Laboratory No.	628617	628618
Data Sheet No.	A6510	
Sample No.	19	19a
Description	5	5
Heat No.		
Quantity represented, lbs.		
Area, square inches	.226	.896
Elastic limit, lbs., per sq. in.	71300	72800
Tensile str., lbs., per sq. in.	111200	75300
Elongation, per cent	13.0	0.5
Reduction in area		
Fracture	S.C	C-Shear
Bend test	OK	OK
Weight per lineal foot, lbs.	1.006	1.006
Deformations:		
Gap	OK	OK
Spacing	OK	OK
Height	OK	OK
Color		
Remarks		

RECOMMENDATIONS

Material as represented by these samples .....IS..... suitable for use Weld piece broke & fract[illegible]

* Material as represented by samples to be used only if [illegible]

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Chandler
Resident Engineer Haller
Dist. Maint. Sup't
Files

Engineer of Materials

State Printing 6000

RECEIVED
MAY 3 1963
JACKSON COUNTY COURT
FOR FILING

T - 1

6089

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

May 3, 1963

Mr. John Graham
Oregon State Highway Department
Salem, Oregon

Dear Mr. Graham:

Re: Reconstruction of Portion of Valley View Road in Jackson County

The County Court of Jackson County hereby approves the reconstruction of Valley View Road from the Valley View interchange to U. S. Highway 99 as proposed by the Highway Department by letter to the Jackson County Court dated May 2, 1963.

JACKSON COUNTY COURT:

Fred W. Miller
County Judge

Ed Fowler
County Commissioner

Donald E Faber
County Commissioner

RECEIVED
MAY 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

cc Morgan
5-9-63

RECEIVED
MAY 7 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 2, 1963

C089

Jackson County Court
Courthouse
Medford, Oregon

Gentlemen:

The State Highway Department requests the permission of Jackson County for the use of a short section of the Valley View County Road as a temporary route during the construction of the Interstate Highway east of Ashland. The section referred to extends from the North Ashland Interchange near the race track to the Pacific Highway near the Hot Springs.

If this permission is secured the State Highway Department would improve and widen the surfacing on this section and assume the maintenance until the construction on the Interstate route permits its use for traffic. If the County accedes to this request an agreement between the County and the State will be prepared covering the improvement, maintenance, signing, etc. for the period of use of this section for state highway traffic. A print showing the location of the section of county road is enclosed. A prompt reply to this request would be greatly appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ

cc: Lloyd Shaw
F. D. Morgan
L. R. Chandler

NOTED
LLOYD P. SHAW

RECEIVED
MAY 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Copy of this sent to Decker 5-1-63
He is to arrange Price Agmt.

RECEIVED
MAY 2 - 1963
FOR FILING
6089

GON EPT RSB 21 5-1-63 2 25

TOM EDWARDS
F D MORGAN

CONTRACTORS PRICES FOR P.A. VALLEY VIEW ROAD, NORTH ASHLAND.

EMB IN PLACE (BY EQUIP RENT ONLY) 500 CY AT 1.00 ESTIMATED	500.00
EXC SHLDRS AND QUARTERS (EQP RNTL ONLY) 1800 CY AT 1.00	1800.00
PIT RUN (BEAR CR.) (EQP RNTL ONLY)	2200.00
(ANY CRUSHED ROCK AT 1.72 TON OR 2.92 CY)	
3/4-0" CRUSHED ROCK - 200 ~~XX~~ CY AT 2.92	584.00
1-1/2-0" CRUSHED ROCK (12" DEEP) 1400 CY AT 2.92	4088.00
ASPHALT CONC 1000 T AT 6.30	6300.00
GUARD RAIL 500 LF. AT 2.35	1175.00
	$16647.00

STATE FORCE ESTIMATES: 3500

USING PIT RUN FOR SHLDRS AND QUARTERS 18" DEEP:

EXCAVATION 1800 CY AT 1.00	1800.00
EMBANK IN PLACE 500 CY AT 1.00	500.00
PIT RUN BACKFILL 1800 CY AT 1.25	2250.00
3/4-0" CRUSHED ROCK LEVELING 200 ~~XXXXX~~ CY AT 3.00	600.00
ASPHALTIC CONC 1000 TONS AT 8.00	8000.00
GUARD RAIL 500 LN FT AT 3.00	1500.00
MOVE IN AND OUT	1000.00
	$15650.00

USING 1-1/2" CRUSHED 12" DEEP:

1-1/2 - 0 -- 1400 CY AT 1.75	2450.00
EXC SHLDRS AND QUARTERS 1400 CY AT 1.00	1400.00
EMB IN PLACE 500 CY AT 1.00	500.00
3/4-0 CRUSHED 200 CY AT 2.00	400.00
ASPHALTIC CONC. 1000 T AT 8.09/// 8.00	8000.00
GUARD RAIL 500 ~~XX/XX/XX~~ LN FT AT 3.00	1500.00
MOVE IN AND OUT	1000.00
	$15250.00

SIGN DEPT ESTIMATES SIGNING AT 3500.00

LININGER WILL FURNISH 1-1/2"-0 AT 1.25 PER CY AND 3/4"-0 AT 1.50 AT CRUSHER BUT IS NOT SLATE AND HALLS SUBCONTRACTOR. LATTER FEELS OBLIGATED TO STAY WITH KIEWIT ON CRUSHED MTL.

L R CHANDLER
LF 03..°:,.

NOTED
LLOYD P. SHAW

RECEIVED
APR 29 1963
FOR FILING

6089

April 29, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Order for Extra Work No. 15
12th St.-N. Ashland Interch. Sec.
Pacific Hwy., Jackson, County
Proj. I-5-1(37)18
Contract No. 6089

Dear Sir:

Our letter transmitting the subject order for Extra Work did not contain a statement of saving to the project. This has been requested by Mr. Mills, BPR Area Engineer, to clear the order for your approval.

Concrete footings in lieu of piling in the sign structure will result in an estimated saving of $287.80 to the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb

RECEIVED
MAY 1 - 1963
FOR FILING

MED RSB CON 181 4-26-63 4122

NOTED
LLOYD P. SHAW

HALLER

INFO COPY TO CHANDLER

APPROVAL RECEIVED FROM BPR FOR ELIMINATION OF ONE TERMINAL ANCHOR BLOCK AT STA 1000, XXX APPROXIMATELY ON 12TH ST-N ASHLAND JOB. FORCE ACCT OR PA TO REIMBURSE CONTRACTOR FOR EXCAVATION COSTS, STEEL, AND BACKFILL SHOULD BE INITIATED IMMEDIATELY TO DOCUMENT THS ELIMINATION.

DECKER
DB. .4.

RECEIVED
APR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1963
FOR FILING

April 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 15 covering substitution of poured concrete footing in lieu of pile footings on the 12th St.-N. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6039 in connection with Federal-Aid Project No. I-5-1(37)18.

It is necessary to use poured concrete footings due to encountering solid rock at the site of these signs.

This work was verbally recommended for approval by the B.P.R. Area Engineer and Assistant Area Engineer, and the field authorized to proceed as an emergency measure to expedite the contract, April 16, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

DBP:cr

RECEIVED
APR 29 1963

FORM E-80X—50M—10-62 40825

FOR FILING

6189

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1963

SUBJECT: 12th St.-N. Ashland Interchange
Contract No. 6089

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Herewith a citation from the Bureau of Public Roads on subject project concerning a violation of the Fair Labor Standards Act.

Will you please have Mr. Haller check into this matter and if an error has not been made, require the contractor to pay the men the time they have coming.

Please report your findings back to this office at an early date.

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:fp

Enc.

cc Lloyd Shaw

NOTED
LLOYD P. SHAW

RECEIVED
APR 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

April 19, 1963

Mr. Forrest Cooper
Oregon State Highway Engineer
Salem, Oregon

6829

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

By:
L. R. Backlund
Administrative Manager

Contractors' Pay Rolls

Pay Roll No. 5 for week ending December 15, 1962, submitted by Traffic Safety Supply, subcontractor on Project I-5-1(37)18, indicates that the requirements of the Fair Labor Standards Act have been violated. The pay rolls shows a total of 44 hours worked. However, the men were paid at straight time rather than receiving time and one-half for all work performed in excess of 40 hours.

Please take such action as you deem necessary and advise this office.

original To Young
cc Morgan
4-23-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 10, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

File No. 31144 - Spence
12th Street - Valley View Road
Pacific Highway
Jackson County

Dear Sir:

Reference is made to the sanitary disposal problem that continues to torment us on subject right of way file.

Under the terms of the original right of way contract, the State Highway Department committed itself to constructing a substitute facility. Our original attempt to do this through a private contractor proved abortive, and the owner and his attorney have continued to demand corrective action.

I discussed this problem last fall with Mr. Mathias after it had become evident that our initial construction of a substitute sanitary facility was not functioning properly. At that time it was my understanding that Federal participation would be available in the best settlement that we could work out, without further application for authority to act. Our efforts to procure a release for a monetary consideration have been flatly rejected by the owner acting through his attorney. Our Resident Engineer, Mr. Don Haller, devised a plan of reconstruction which would, in his judgement, satisfactorily handle sanitary disposal on this property.

We append for your information a copy of Mr. Haller's analysis of the problem and his recommendation as to handling. Based upon this study, recommendation, and construction plan

we have asked our maintenance forces to perform the work outlined, according to Mr. Haller's specifications and under his supervision. This work is now in progress.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mk

Attachment

cc: Forrest Cooper
L. H. Young
L. I. Lindas

RECEIVED
APR 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 10M 8-62 49106

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
Mar. 6, 1963

To: Walt Wright
Right of Way Engineer
Salem, Oregon

SUBJECT: Spence Evaporation Pit
R/W #31144
12th St.-No. Ashland Interchange Section
Pacific Highway
Jackson County

Enclosed find proposed plans and special provisions for the Spence evaporation pit. Roy Norton, resident bridge engineer, has gone over the proposed work and would be available to supervise the work if our office is moved to Roseburg prior to the letting of the contract. The weather will be the governing factor for scheduling the work, however April 15th would be a very good target date to begin work. Later in the year flood irrigation waters could make the work very difficult. The month of April has been clear and dry during the last two years.

If we can be of further assistance please contact us.

D.H. Haller Jr.
Resident Engineer

DH:g

RECEIVED
MAR - 5 1963
RIGHT OF WAY

Medfrd, Oregon
Mar. 6, 1963

SPENCE EVAPORATION PIT
R/W File #31144

Table of Quantities

Preparation of existing wall and cleanup	Lump Sum		$100.00
Class "A" Concrete	6.69cy @	$70.00/cy	468.30
Excavation-Unclassified	301.5cy @	3.00/cy	904.50
Sand Backfill	253.6cy @	2.25/cy	570.60
3/4"-¼ Crushed Gravel Backfill	46.7cy @	1.00/cy	46.70
Topsoil	65.2cy @	3.00/cy	195.60
Steel Dowells	18.0lbs@	0.12/lb	2.16
4" Plastic Pipe (Perforated)	490.0 ft @	25.62/100'	125.53
4" Plastic Pipe (Watertight)	100.0 ft.@	32.16/100'	32.16
1¼" Plastic Pipe	70.0 ft @	25.20/100'	17.64
Distribution Box	2 @	17.00/ea	34.00
Seeding	Lump Sum		20.00
Waterproof Sump	Lump Sum		85.00
		Total	$2,602.19

The bid prices contained in this quantity list reflects our best guess considering local conditions and work of this nature. There is very little precedent to follow, however there has been considerable State latrine work lately and lower unit prices might result.

The total figure is higher than the estimate submitted last year. This is caused by recent information regarding the quality of the backfill material used in the existing pit. I now feel that this material should be removed, and that riverrun gravel should not be used for backfill but rather our standard drainage backfill with an underlayer of 3/4"-¼ concrete aggregate to aid in distribution of the effluent

DH:g

D.H. Haller Jr.
Resident Engineer

RECEIVED
APR 1 - 1963
FOR FILING

March 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14, covering signing changes on the 12th St.-N. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089 in connection with Federal-Aid Project No. I-5-1(37)18.

This work is necessary for adequate signing and to conform to the latest signing standards.

It has been verbally recommended for approval by the BPR Area and Assistant Area Engineers on the basis of contract prices.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
APR 16 1963
FORM E-30X—50M—10-62 46823
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1963

SUBJECT: Tests and Observations
12th Street-No. Ashland
Paving Project (I-5)

To: Mr. F. B. Crandall
Traffic Engineer
BUILDING

ATTENTION: Mr. Robert C. Blensly

Following is a short outline of our plans for tests and observations to be made on the section of continuously reinforced concrete pavement on Interstate 5 between 12th Street in Medford and the North Ashland Interchange:

1. Obtain annual range in air temperature in the vicinity.
2. Crack survey of 500 feet at the anchor areas of each end of a long run and 500 feet in the middle of this run. Data to include crack frequency, crack width and roughness survey.
3. Compile data on end movements.
4. Photographic coverage of the three sections and any other location of special interest.
5. Cores of some of the wider cracks.
6. Surface roughness tests.
7. Traffic counts.
8. Comparative data from adjacent standard P.C.C. pavement.

The Department has all of the necessary equipment to obtain this data with the exception of a traffic recorder. This recorder will have to be located somewhere within the limits of the project in order to obtain the factual data necessary.

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjh

cc: L. P. Shaw

RECEIVED
MAR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 27 1963
FOR FILING

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GLENN L. JACKSON, CHAIRMAN
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PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-1(37)18
6078

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 25, 1963

A. W. Parsons
Division Engineer
U.S.B.P.R.
477 Cottage St. NE
Salem, Oregon

Dear Sir:

Subject: Welded Mat Reinforcement
12th St.-N.Ashland Inter.
F.A. # I-5-1(37)18

Reference is made to physical tests of hard grade steel used in fabricating welded steel mats for concrete pavement continuous reinforcement subject project. Number 5 steel bars were well covered by tests before fabrication into mats and readily complied with the specification as given in A.A.S.H.O. M 185. Tests after fabrication of non-welded sections were well above 60,000 pounds per square inch in elastic limit and with an ultimate strength over 90,000 pounds per square inch. However, tests of welded sections indicated the elastic limit to be about the same but with a drop in ultimate below the specified 90,000 pounds per square inch specified in M 185.

Design consideration was based entirely upon the elastic limit, and not the ultimate strength of the steel, for controlled cracking of the concrete slab. Reference is made in the special provisions to a requirement of 60,000 pounds minimum elastic limit and no mention of ultimate strength other than a reference to M 185 which indicates 90,000 pounds steel is required for 60,000 pounds elastic limit.

A.A.S.H.O. M 54 questions the use of hard grade billet steel for welded mats and further states that in the event of tests after fabrication, failure to conform to the provisions of the specification covering steel bars as to percentage of elongation shall not be cause for rejection when samples are

NOTED
TOM EDWARDS

tested across any point of weld. This being true, neither then should the results of tests for ultimate strength be considered valid.

It is requested that for the uncompleted portion of the job that any part of the specifications which refer to ultimate steel strength be waived and consideration be given only to the elastic limit as specified.

Very truly yours,

G. W. Harra

G. W. HARRA
Engineer of Materials

GWH:ern

c.c. Tom Edwards
L. H. Young
F. D. Morgan
L. R. Chandler

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FEB 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 14 1963
FORM E-1203 50M 9-62
FOR FILING

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PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 23, 1963

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: 08-35.3

Dear Sir:

Submitted herewith are three sketches of the comparison of traffic, Crater Lake Highway to Barnett Road section, before and after construction of Interstate 5. Traffic is indicated "before" and "after" construction on a 1962 ADT basis. Estimated 1958 ADT are also indicated, and were based on an Origin-Destination Study conducted in 1958.

The 1958 ADT of 3,800 assigned to this new section according to the results of the O-D Study may appear to have been too low, but the 1962 ADT on Interstate 5 will indicate more than a normal increase due to the Seattle World's Fair.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

Attachments (3)

bc/attach. Forrest Cooper
R. L. Porter
P. M. Stephenson
Lloyd Shaw
V. D. Wolfe
F. D. Morgan
L. R. Chandler
F. B. Crandall
Glen Clark

TOM EDWARDS

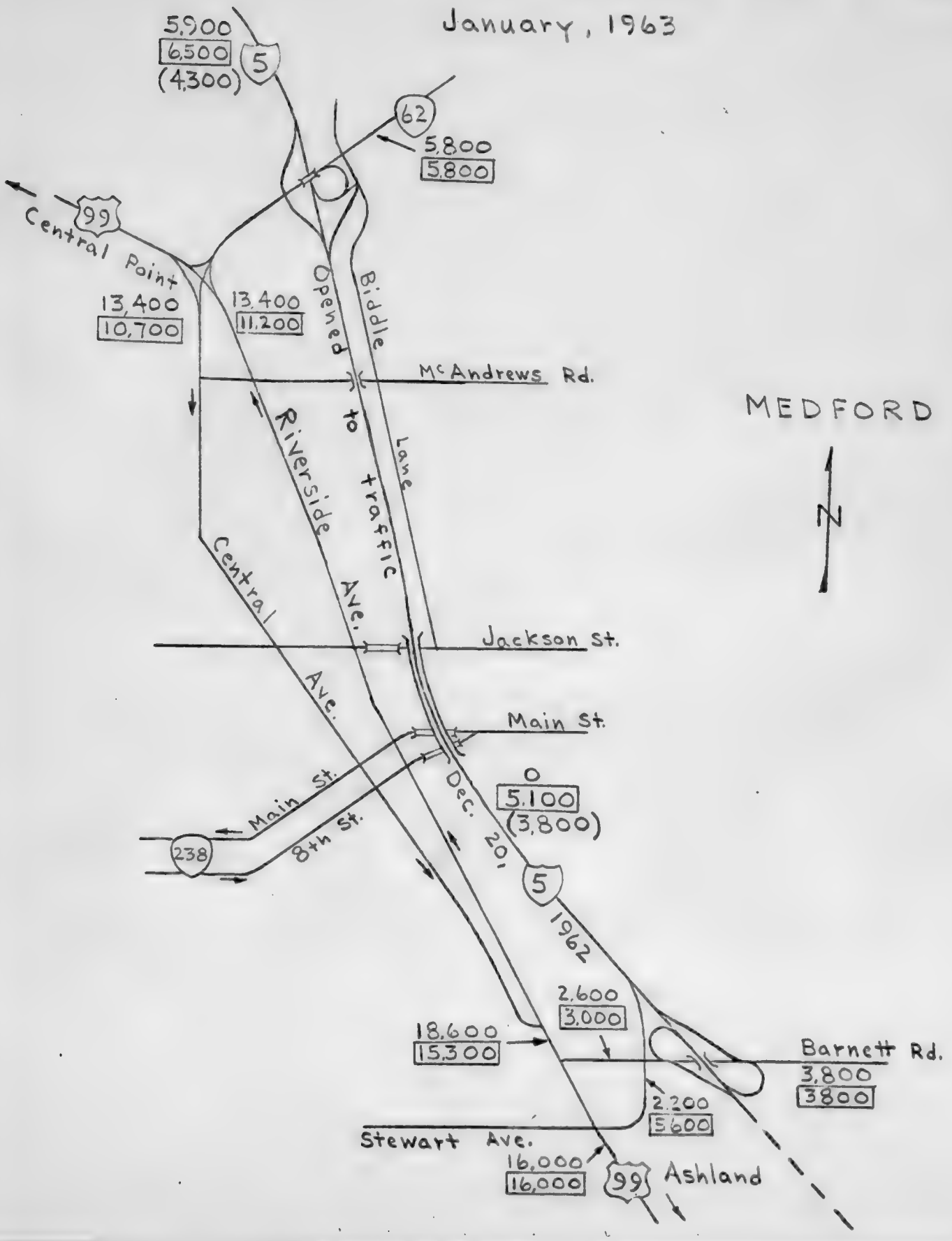
NOTED
V. D. WOLFE

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC
CRATER LAKE HIGHWAY - BARNETT ROAD SECTION
BEFORE AND AFTER CONSTRUCTION OF PACIFIC FREEWAY I 5

000 1962 ADT Before Construction
[000] 1962 ADT After Construction
(000) 1958 ADT Estimated Prior to Construction

January, 1963



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JAN 24 1963
FOR FILING
I-5-1(37)18

9

January 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13 covering repair of storm damage to roadbed areas on the 12th St.-N. Ashland Junction Section of the Pacific Highway in Jackson County, Contract No. 6099, in connection with Federal-Aid Project No. I-5-1(37)18.

The storm of December 2, 1962, created severe damage to portions of the project. No negligence can be attributed to the contractor. This order covers damage in addition to the emergency work which is covered under Orders 10 and 12.

As an emergency measure, this work is to be started January 24, 1963. Your approval to cover work on this date is requested. It has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
JAN 21 1963
FOR FILING

January 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12 covering large size river-run gravel protection for box culvert on the 12th St.-North Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)16.

December 2, 1962, flooding occurred in this area, causing severe undermining of the outlet of the double 8' x 8' box culvert at Station 847+30.

In order to avert damage to the culvert, the contractor was called onto the job, on Sunday, and hauled and placed the large size river-run gravel to stop the undermining.

This work has been verbally approved by the BPR District and Area Engineers. Your approval to include the work done as an emergency measure on Sunday, December 2, 1962, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:lt
Encs.

RECEIVED
JAN 16 1963
FOR FILING
I-5-1(37)18
6089

477 Cottage Street N.E.
Salem, Oregon

January 10, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(37)18
12th Street - North Ashland Section
Sign Changes - Contract No. 6089

Mr. G. L. Decker's letter of January 8, 1963 requested our concurrence in a revision of the signing plans for the subject project. The changes are shown on TED drawings Nos. S-152R, S-153R and S-155 revised 12/62.

We concur in the proposed changes. Federal participation in the cost will be limited to the cost of the items involved based on unit bid prices for this contract.

original To Decker
copy To Young
1-15-63

NOTED
LLOYD P. SHAW

RECEIVED
JAN 9 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

January 7, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

12th St.-W. Ashland Interchange Section
Pacific Highway - Oregon Project I-5-1(37)18
Revision of gradation specification for
concrete aggregate.

Reference is made to your letter of December 11, 1962 by Mr. G. W. Harra.

Since the revision of the gradation requirements of the 1-1/2"-3/4" gravel is proposed for the purpose of obtaining a better concrete mix, we concur in its use on the remaining portion of the subject project.

NOTED
LLOYD P. SHAW

RECEIVED
JAN 8 1963
OFFICE OF
STATE HIGHWAY ENGR

Original to Decker 1-9-63 Lsaw

RECEIVED
JAN 8 1963

FORM E-20X—50M—5-62 41900

FOR FILING

C-17

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 4, 1963

SUBJECT: Signing Revisions
12th Street
N. Ashland Interchange Section

To: F. D. Morgan
Construction Engineer
B U I L D I N G

The Highway Department has been requested to revise the signing in the area from Central Point to Ashland. To accomplish this request the below listed revisions should be made on the above mentioned contract.

Barnett Road Interchange - Drawing No. S152

Add 3'6" of sign panels, 15'6" long, to signs No. 1 and 3 and add the message "Medford". To accomplish this it will be necessary to add 3½' to the steel supports for signs No. 1 and 3.

Add sign No. 23 in its entirety and install on wood posts as indicated.

Valley View Road Interchange - Drawing No. S155

Delete the message "Ashland 4" and "San Francisco 311" and substitute the message "Ashland NEXT 2 EXITS" as shown on the attached plans. No change in panel size or post size will be required.

Wherever possible in the above revisions existing material should be utilized. In no case are any revisions of existing sign supports to be made except for the addition of extensions. All extensions should be the same size as the post to which they are added. Exposed rivet holes are to be plugged with either self-plugging rivets with anodized green heads or with an aluminum liquid solder painted green with porcelain enamel touch-up paint. In all other cases contract special provisions are to prevail.

Mr. Edwards has approved these revisions and the Bureau of Public Roads has given preliminary approval to the revisions. The estimated cost of this work is $1,350. It is understood that this cost will include the purchase of the unused portion of the deleted legend.

Would you please care for these revisions.

RECEIVED
JAN 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Val Johnson
Traffic Control Engineer

DRA:sm
Attachment
cc: Tom Edwards

RECEIVED
JAN 3 1963
FOR FILING

January 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the repair of irrigation canal on the 12th Street-E. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)16.

It is necessary to install 50 feet of 12-inch corrugated metal pipe under the diversion dam access road to protect the Irrigation District's canal. The new construction diverts this water toward the canal; recent storms have eroded away a portion of the canal bank and a part of the Irrigation District service road.

This work was verbally recommended for approval by the BPR Area Engineer, December 28, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
DEC 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 26, 1962

T. Dec, Assistant Division Engineer
Salem, Oregon

Temporary lighting, signing, and barricades-
12th Street-North Ashland Interchange Section
Pacific Highway - Jackson County
Oregon Project I-5-1(37)18 - Contract No. 6089
State Force Work Order No. 5

Reference is made to your letter dated December 24, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

This work was verbally approved by a BPR District Engineer on December 17, 1962 and this approval is effective as of that date.

RECEIVED
DEC 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
with attachment
12-28-62

NOTED
R. L PORTER

RECEIVED
DEC 26 1962
FOR FILE
6089

December 24, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering the salvage and reinstallation of barricades on the 12th St.-North Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)18.

In order to open the Medford Viaduct Section to traffic, it is necessary to install barricades at Barnett Road for traffic control. The barricades are to be salvaged from Crater Lake Interchange, where they are available, in lieu of constructing barricades under Project I-5-1(37)18. A saving to the project by elimination of Item No. 13, or a portion thereof, will result.

This was verbally approved by the BPR Area Engineer on December 17, 1962. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DHP:mmb
Enc.

RECEIVED
DEC 26 1962
FOR FILE

6089

December 24, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 224-226 covering temporary lighting, signing and barricades on the 12th St.-North Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)18.

In order to direct, guide and control traffic for the opening of the Viaduct section, it is necessary to illuminate advance warning signs and barricades.

The contractor is not equipped to do the specialized electric work for lighting the barricades. The State has specialized sign crews available to do the work. The amount is too small to be done by separate contract and the work must be timed for opening of the Section.

The total estimated amount of the order is $550 with Federal participation of $495.00.

This work was verbally approved by the BPR District Engineer December 17, 1962. Your approval as of that date under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
DEC 20 1962
FOR FILING

December 19,1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering slope protection at the ends of box culverts on the 12th St.-North Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)18.

Recent heavy rains and running water have damaged areas at the ends of box culverts at two locations. To repair the damage and protect the areas, it is necessary to place more suitable material which will be obtained by selection from the waste area.

This work was verbally recommended for approval by the BPR Assistant Area Engineer December 11, 1962, and the Field authorized to proceed as an emergency measure. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DHP:mmb
Enc.

RECEIVED
DEC 19 1962
FOR FILING
6089

December 14, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering below grade construction on the 12th St.-N. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)18.

It is necessary to excavate below grade over the extended Stewart Avenue box culvert to insure a firm subgrade. This is due to flooding December 2, 1962.

This work was verbally approved by the BPR District and Area Engineer December 7, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Parrish Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
FORM E-123X 50M 9-62
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6089

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 17, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Sand Equivalent Tests
12th St.-N. Ashland Paving Project
Pacific Highway
Project No. F-5-1(37)18

Dear Sir:

A review of sand equivalent testing procedures on the sand for portland cement concrete on the 12th Street-North Ashland paving project seems in order at this time.

As you know, reports from the Central Laboratory revealed low sand equivalent values for material sampled at the batch plant just prior to being incorporated into the concrete. Samples of this same material, secured at the point of manufacture, were reported from the Central Laboratory as suitable. Also, by the time reports from the first samples taken at the batch plant were reported from the Central Laboratory, some 80 field tests had been made at the point of manufacture. The results of these field tests showed the material to meet the sand equivalent requirements. At this time the material was placed in stockpile at the site of manufacture.

The low test reports on material transported from the point of manufacture to the batch plant area prompted additional tests to determine what might be happening. The following results were obtained:

1. Oven dried samples have a sand equivalent value of 3 to 9 per cent lower than air dried samples.

2. Previously dried sand, when baked in an oven for one hour at 350°F will have a 5 to 10 per cent drop in S.E. value.

3. Dried samples placed in a mechanical shaker for one hour drops 3 to 7 per cent.

4. Sand which is kneaded inside a sample bag for 15 minutes suffers a

FILED
FLOYD P. SHAW

loss of 16 to 26 per cent in S.E. value.

From the above tests, it was apparent the sand was subject to certain degrees of degradation from mechanical or chemical means between the time of being placed in stockpile and transfer to the batch plant. The breakdown of granite material in the sand was believed a contributing factor to this degradation.

The sand was essentially crushed by the time the tendency to further breakdown was discovered. Two or three field tests every day of the manufacture gave assurance of quality at this time, and since good cylinder break strengths were obtained, incorporation of the sand into the finished product was continued.

At the present time 100 cylinders have been broken, with only 16 below 3,300 pounds at 28 days. Six of these 16 showed strenth above 3,000 pounds at 28 days, with only 1 below 2,600 pounds.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp

cc R. L. Porter

DEC 1 1962

RECEIVED
DEC 10 1962
FOR FILES
6477

December 7, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the repair of a fence and outlet ditch on the 12th St.-North Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6069, in connection with Federal-Aid Project No. I-5-1(37)18.

Debris and extra high water took out right of way fence and part of the outlet ditch for the culvert at Station 847+50. Repair is necessary for protection and proper functioning of the drainage.

This work was verbally recommended for approval by the BPR Area Engineer December 4, 1962, and the Field authorized to proceed. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6069

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 7, 1962

A. W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage St., NE
Salem, Oregon

Subject: 12th St.-N.Ashland Interchange
F.A. No. I-5-1(37)18
N.Ashland Inter.-S.Ashland Inter.
F.A. No. I-5-1(44)12

Dear Sir:

Reference grading specifications for 1½"-¾" coarse aggregate for concrete pavement subject projects. The 12th St.-North Ashland interchange section was contracted under our old grading specification which specified 25 to 50 percent retained on the 1 inch. The North Ashland Interchange-South Ashland Interchange section was contracted under the revised specification of Sept. 1962 which calls for 25 to 60 percent retention on the one inch.

The aggregate producer, Peter Kiewit & Sons, is now preparing, in the same operation, aggregates to complete the 12th St.-North Ashland section and for the North Ashland-South Ashland job. Since the pertinent specifications are in conflict, it is requested that our revised specification of Sept. 1962 be made applicable to the uncompleted portion of the 12th St.-North Ashland interchange section.

If this request is granted aggregate preparation would be simplified, so no additional claim by the contractor should be anticipated.

Very truly yours,

G. W. Harra

NOTED
TOM EDWARDS

G. W. HARRA
Engineer of Materials

GWH:arn

c.c. Rod Porter
F. D. Morgan
Tom Edwards
L. H. Young
L. R. Chandler

RECEIVED
DEC 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1962
FORM E-30 50M 11-58 15890
FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 30, 1962
Salem, Oregon

SUBJECT: Asphaltic Concrete
12th St. - N. Ashland Interchange
and N. Ashland - S. Ashland Projects

To:

L. R. Chandler
Division Engineer
Roseburg, Oregon

Aggregates for asphaltic concrete laid in the Medford area during the last year have been produced from three different sources, one Rogue River material and two Bear Creek. The Rogue River material is good quality, it does not show appreciable degradation by test and has satisfactory gradation in the fine fraction. From the start of paving mixture productior until November 5, asphaltic concrete forthe 12th St.-N. Ashland Interchange project was made of Rogue River material and all samples met gradation specifications in the fine fraction.

Bear Creek aggregates contain a natural fine material which is not good quality. Consequently this aggregate is washed prior to crushing which necessitates the manufacture of nearly all the required passing #80 material. Further, Bear Creek aggregate is susceptible to degradation by attrition which results in fine material being produced in the drying, screening, and mixing process in the paving plant. At the start of production from Bell Pit (Seven Oaks-Medford) it was required that sufficient passing #80 material be manufactured in the crushing operation to meet the final product requirements. Samples of the pavement mixture indicated considerable passing #80 was being made in the paving plant. The quantity required to be made in the crushing plant was therefor reduced below that which would calculate to be sufficient in the final product.

DeYoung Pit, which is the present source of aggregate for subject projects, shows somewhat less degradation by attrition than Bell Pit and also considerable variation throughout the pit. There was some question then as to how much passing #80 would be produced in the paving plant when DeYoung pit material was used. For quality reasons the quantity of the passing #80 must be kept at a minimum. Consequently the DeYoung pit ¾-0 aggregate was recommended as suitable for use provided sufficient passing #80 resulted in the final product.

NOTED
TOM EDWARDS

Production of asphaltic concrete with DeYoung material began about November 5. The first samples were all deficient of passing #200 material. Since the start changes have continually been made in the plant operation and mix proportions. The last ten samples show four to be deficient of passing #200. Further changes are being made as of this date. Should these changes prove not successful in obtaining the minimum 3% passing #200, a fine sand or cement will be required prior to production of the approximate remaining 30,000 tons.

Since the objective is to obtain the minimum 3% dust without exceeding the # 10 to #40, and since the feed proportions are continually being changed in an effort to fulfill the objective, there is no job mix and there is no intent to arbitrarily supply a fictitious job mix.

O. A. White
Ass't. Engineer of Materials

cc: Edwards
Morgan
Chandler
Haller
Delany

RECEIVED
DEC 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 9 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

TABULATION

SHEET 1 OF

12th St Medford - N Ashland Interchange
Pacific Highway
Jackson County
Concrete Pavement Cores

6089

		42	1070	6' RT NB	6½"	—	
		46	1025	6' RT NB	6⅛"	2¼	
		47	975	6' RT NB	8⅛"	3½	
	10-11-62	48	925	NB 6' RT	8½"	—	
		49	975	NB 5' Lt	8½"	4½	
617305	10-24-62	53	857+50	SB 6' Lt	8⅞"	2⅝"	10-17-62
		54	907+50	SB 6' Rt	8¼"	2⅝"	10-18-62
		55	958+50	SB 5' Lt	8"	2⅝"	10-20-62

NOTED
R. L. PORTER

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NOV 9 1962
FOR FILING

6189

November 8, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering temporary signing on the 12th St.--No. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)18.

It is necessary to install temporary signs between existing US99 and Barnett Road Interchange via Stewart Avenue to utilize the new freeway this far south.

This work was not anticipated prior to letting project for contract.

The plans were prepared by our Traffic Division and were approved by the BPR.

This work was verbally recommended for approval by the BPR Area Engineer November 1, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Perrott Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Encl.

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NOV 7 1962
FOR FIL

6087

Rock Point-Seven Oaks - November 22
except Seven Oaks Railroad overcrossing which will be
December 21

Seven Oaks-Medford viaduct - December 21

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 15, 1962

SUBJECT: Proposed Opening of
Interstate 5
Rock Point to Barnett Road

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Att: F. B. Klaboe

Confirming our telephone conversation of Friday, October 12, I am forwarding herewith data concerning the proposed opening of I5 from Rock Point to Barnett Road.

Commencing with the Rock Point-Seven Oaks project, the paving has been completed with the exception of the bridge ends at the north slope of Blackwell Hill and the Southern Pacific Railroad crossing. It is anticipated that the structure at the Blackwell Hill will be completed by November 22 and the railroad overcrossing on December 21. As soon as possible, we will pave the approaches to the railroad overcrossing but will be unable to do any paving work on the other structure until it is completed. Therefore, the controlling date on this section is December 21.

On the Seven Oaks-Medford Viaduct Section, we have completed all paving work with the exception of the replacement of two panels of PCC concrete at the most northerly Bear Creek crossing on the northbound lane. As soon as weather permits, these panels will be poured. It is anticipated that they will be cured by November 21 and the project completed in its entirety. The Bridge Resident advises us that the Medford Viaduct will be completed by December 21.

On the 12th Street-North Ashland Section, the contractor has completed the PCC paving on the northbound lane from the middle Bear Creek crossing to the Medford Viaduct and has proceeded south from the Medford Viaduct past the gore point of the southbound off-leg at Barnett Interchange. In order to bring this section to completion to allow traffic as far as the Barnett Interchange, we will have to rock and pave the shoulders and complete AC paving of the interchange legs. Weather permitting, we hope to have this portion completed by December 1.

to Cooper
and cc to Porter
to Wolfe

BK

CONSTRUCTION DIVISION
RECEIVED
OCT 16 1962

NOTIFIED
FORREST COOPER

Att: F. B. Klaboe

In conclusion, the railroad overcrossing and the Medford Viaduct are the controlling features of any proposed opening date. Therefore, the earliest opening date that we can have is December 21.

J. F. Putnam
Asst. Division Engineer

JFP:ds

RECEIVED
NOV 8 1962
FOR FILING

November 7,1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering temporary signing on the 12th St.-No. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. (406), in connection with Federal-Aid Project No. I-5-1(37)18.

It is necessary to install temporary signs to allow use of Barnett Road Interchange at the southerly connection to the freeway. This work was not anticipated prior to letting project for contract.

The plans were prepared by our Traffic Division and were approved by the BPR.

This work was verbally recommended for approval by the BPR Area Engineer November 1, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Haug
Office Engineer

DBP:mmb
Enc.

RECEIVED
OCT 23 1962
FORM E-30 BGM 6-61 38681
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 17, 1962

SUBJECT: Proposed Manuscript
12th St.-No.Ashland Interchange Sec.
Pacific Highway
Contract 6089

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Forwarded is a proposed manuscript written by Mr. Paul Nelson, Editor of Pacific Builder and Engineer, concerning the 12th Street-North Ashland paving project. If this manuscript meets with your approval, would you please forward it to Mr. Nelson at the following address:

Pacific Builder and Engineer
1945 Yale Place East
Seattle 2, Washington.

Mr. Haller has checked the article and found it to be essentially correct.

J. F. Putnam
Asst. Division Engineer

JFP:ds
attach.

Release OK'd Porter
by Mr. Porter
10-22-62

CONSTRUCTION DIVISION
RECEIVED
OCT 18 1962
NOTED

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OCT 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Mr. Haller

JOINTLESS CONCRETE pavement was a long time coming to the Far West. When it came it brought with it, by coincidence a new technique in mixing and transporting concrete to the jobsite.

This project is the 9.45-mi. Interstate 5 divided highway between Medford and Ashland, Ore. It is being paved under a $2,426,110 Slate-Hall contract with the paving subbed to Ball & Vickrey, Inc. of Alamo, Calif. Completion is scheduled in July, 1963. Resident Engineer Don Haller reports that the Oregon Highway Department hopes to complete the mile on the north end this fall so that this mile, with the Peter Kiewit Sons' Co. project to the north, can take traffic around Medford.

Seeking the smoothest possible ride for motorists, and to eliminate joint problems, the engineers decided to deviate, on this job, from the joints that have been spaced 61½ ft. apart on previous concrete projects. Some deterioration has been found at the joints, due to spalling.

Design

The design for the strip is based on reports and experience gained in the Midwest and Texas.

The jointless method will have every chance to prove itself on this project because a strong combination of sub-grade, base and pavement has gone into the design. When Heintz-Rogers graded the highway the contract included 18 in. of select sub-grade. Under the present contract there is a 6-in. course of base rock, consisting of a 5-in. course of 1½-in.-minus material and a 1-in. course of 3/4-in.-minus.

The reinforcing steel mat is laid between a first lift of 5 in. and a top lift of 3 in. The contractor chose the rebar steel mat over the alternate of welded wire fabric. The longitudinal bars are No. 5, made with

special steel and space at 6½ in. These are tied by No. 3 bars spaced at 28 in. The longitudinal bars are lapped 16 in. and tied on approximate 24-in. centers; this is to prevent the concrete from splitting from base to top through the lapped joint should the lapped joint spread during placement of the concrete over the steel.

The concrete is mixed to this formula, per yard: 582.8 lb. of cement; 1,070 lb of sand; 1,100 lb of 1½-3/4-in. aggregate; 1,100 lb. of 3/4-No. 4 aggregate. The contractor uses Calaveras Type 1-A cement which has an air-entraining agent in it; this is augmented by Dewey & Almy's Airalon when necessary.

The concrete is mixed with 2-in. slump which accounts for an equipment change which will be described below.

One of the most interesting features of the design is the system of terminal anchors which are placed near each end of the three structures in this stretch of Highway 5. This precaution is taken because a report on a Texas project showed that expansion of concrete during extreme temperature changes can push a bridge from its foundation.

Temperature changes do not affect a jointless pavement adversely when it is continuous because the friction of the subgrade retards expansion and contraction. However, the lack of continuous pavement mass near the ends of the slab makes extra measure 5 necessary.

The accompanying drawings show the system of terminal anchors and expansion joints used at each bridge terminal.

Concrete Plant

A unique concrete batching plant has been set up by the jobsite by Ball & Vickrey, Inc. for fast handling. This was made especially for this job by Johnson under design suggestion made by the contractor.

The system uses the revolving body of the readymix trucks to do the mixing job while the batch is transported to the paving site.

Aggregate from the three stockpiles is fed into bins or hoppers, then by belt to the weighing hopper charging bins. The material is automatically fed into the three weigh hoppers until the proper weight is obtained. When all hoppers have obtained the proper amounts of aggregate they are simultaneously discharged onto a belt which transports the material to the charging chute. Arriving simultaneously with the aggregate is the cement and water.

The cement is weighed in a hopper directly over the charging chute and is automatically discharged at the same time as the aggregate. The water is similarly added at the charging chute by means of a pipe line and a metered pump. With the three ingredients in the hopper, the operator presses a button. The materials drop, unmixed, into the truck.

When three batches are in the truck it sets out for the paving site with its 7½-yd. load. The concrete is mixed while the truck travels. Early in the game the plant was producing a 7½-yd. load in 105 seconds. The contractor hoped to reduce the time to 90 seconds.

Challenge has beefed up the bodies of these trucks and installed a tilting device under the contractors specifications so that the low slump concrete can be poured. A special motor operates a hoist pump to elevate the front of the mixer so the dry mix will be unloaded without difficulty.

Partner John Vickrey is very pleased with the new set-up. He likes the fact that all units of the batch plant are on rubber and only one, the cement charging unit, needs a permit for highway travel. The entire plant was set up and ready for operation in three days after transportation from the railhead at Klamath Falls.

Paving Spread

The equipment on the paving line is geared to a speed of 3,300 ft. per shift. With no pavers to spread the concrete, the spread leads off with a ready mix truck discharging between the headers. This is followed by a Blaw-Knox spreader with strikes off the first lift. Attached to the rear of the first spreader is a revolving wheel which automatically places the transverse tie bars, No. 5 x 30-in., at 4 ft. oc. centers and at the proper depth. Towed by the first spreader is the steel cart upon which the bar mats are carried. The bar mats are hand placed on the first lift of concrete.

The second lift of concrete is supplied by a ready-mix truck discharging into a Ko-Cal feeder. The feeder discharges the concrete in two windrows which are spread and struck off by a second Blaw Knox spreader. This spreader is also equipped with a vibrator plate extending between the headers and a Dreyer Model B electric vibrator plate extending between the headers and a Dreyer Model B electric vibrator at each side to consolidate the concrete next to the Blaw Knox steel from rails.

Finishing is accomplished by two separate finishing machines. The first is a Blaw Knox which is equipped with a tamping bar and the second is a 25-ft. wheel base hybrid composed of Lakewood, Jaeger, Lewis, Clary, and Ball & Vickrey catalyst. This final machine along with a 40-ft. tube hand float are largely responsible for what appears to be an excellent finish. A broomed surface and Hunts Process is applied by a final machine.

As with most contracts, this job started rather slowly, paving a 1,800-ft.-long strip in a shift after a week of operation. The contractor expected to gain speed up to a daily figure of 3,300 ft.

The prime contractor has subbed other parts of this project as well as paving. The aggregate is delivered to the batch plant stockpiles by Peter Kiewit Sons' Co. from that contractor's plant east of Central Point as well as two-thirds of the base course. Lininger & Sons of Medford is furnishing the remainder of the base material and all aggregate for the asphaltic concrete for shoulders and interchanges.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

6089

Roseburg, Oregon
Oct. 15, 1962

SUBJECT: Proposed Opening of
Interstate 5
Rock Point to Barnett Road

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Att: F. B. Klaboe

Confirming our telephone conversation of Friday, October 12, I am forwarding herewith data concerning the proposed opening of I5 from Rock Point to Barnett Road.

Commencing with the Rock Point-Seven Oaks project, the paving has been completed with the exception of the bridge ends at the north slope of Blackwell Hill and the Southern Pacific Railroad crossing. It is anticipated that the structure at the Blackwell Hill will be completed by November 22 and the railroad overcrossing on December 21. As soon as possible, we will pave the approaches to the railroad overcrossing but will be unable to do any paving work on the other structure until it is completed. Therefore, the controlling date on this section is December 21.

On the Seven Oaks-Medford Viaduct Section, we have completed all paving work with the exception of the replacement of two panels of PCC concrete at the most northerly Bear Creek crossing on the northbound lane. As soon as weather permits, these panels will be poured. It is anticipated that they will be cured by November 21 and the project completed in its entirety. The Bridge Resident advises us that the Medford Viaduct will be completed by December 21.

On the 12th Street-North Ashland Section, the contractor has completed the PCC paving on the northbound lane from the middle Bear Creek crossing to the Medford Viaduct and has proceeded south from the Medford Viaduct past the gore point of the southbound off-leg at Barnett Interchange. In order to bring this section to completion to allow traffic as far as the Barnett Interchange, we will have to rock and pave the shoulders and complete AC paving of the interchange legs. Weather permitting, we hope to have this portion completed by December 1.

to Cooper
Send cc to Porter,
& Hall

TOK

CONSTRUCTION DIVISION
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OCT 16 1962

Att: F. B. Klaboe

In conclusion, the railroad overcrossing and the Medford Viaduct are the controlling features of any proposed opening date. Therefore, the earliest opening date that we can have is December 21.

J. F. Putnam
Asst. Division Engineer

JFP:ds

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FORM E-20X—20M—6-62 43060

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1962

SUBJECT: Rock Point to Barnett Road Section of Interstate 5

To: Mr. Victor D. Wolfe
Administrative Assistant

OFFICE

Reference is made to your recent request to be advised when we expect to open this section of highway. I have checked with the Division Engineer and the Bridge Engineer and they have established the date of December 21, 1962, as the date when all work on all sections will be completed and the highway ready for traffic.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
I. D. Merchant
L. R. Chandler

NOTED
R. L PORTER

OCT 15 1962
OFFICE OF
ENGINEER

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF CLERK

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 11, 1962

Pacific Power and Light Company
216 West Main Street
Medford, Oregon

ATTENTION: Mr. P. H. Ness

Re: Power Line Adjustment
12th St.-No. Ashland Interchange Section
Pacific Highway - Jackson County
Project No. I-5-1(37)18

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project at Barnett Road has been approved by the State and Bureau of Public Roads. This confirms our verbal authorization to proceed with the work as of October 5, 1962.

Reimbursement for work done subsequent to that date will be made under the terms of PPM 30-4 and supplements thereto.

Before starting work it is requested that you do the following:

(1) Contact Mr. Robert L. Lammert, District Maintenance Superintendent, District 3-C, 2692 North Pacific Highway, Medford, Oregon, Phone SP. 3-3935, in regard to obtaining a permit for working on or crossing the highway right of way.

(2) Contact Mr. D. H. Haller, Resident Engineer, P. O. Box 1106, Medford, Oregon, Phone SP. 3-6301, before starting work.

FWS:bjh

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
T. W. L[illegible]FIELD
[illegible] Engineer

cc: General Files
L. H. Young
C. H. Maison
[illegible] Chandler
[illegible]
[illegible] K. Barnhart
R. L. Lammert
A. W. Parsons

Pacific Power & Light Co.
Public Service Building
Portland 4, Oregon
ATTN: Mr. R. H. Sallee

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OCT 9 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1962

SUBJECT: Signing Temporary Connection
Interstate Route 5 to US 99 via
Stewart Avenue - Contract # 6089
12th St. -N. Ashland Interchange Section

To:

Mr. F.B. Crandall
Traffic Engineer
Building

Herewith are three copies of a sketch map on which is shown, in color, the subject temporary connection. Would you please proceed immediately to work up the temporary signing plan. The division office has been instructed to negotiate and submit a price agreement to this office covering the necessary signing that is to be installed by the contractor.

As this matter is of great urgency, your cooperation will be greatly appreciated.

F.D. Morgan
Construction Engineer

By
F.B. Klaboe
Assistant Construction Engineer

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R. L PORTER

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Enclo

cc: R.L. Porter
L.B. Chandler
Don Haller

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OCT 10 1962
OFFICE OF
ENGINEER

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1962

SUBJECT: Temporary Connection from Interstate Route 5 to US 99 via Stewart Avenue
12th St. -N. Ashland Interchange Section
Contract No. 6089

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P.O. Box 1128
Roseburg, Oregon

Herewith are three copies of a sketch map on which is shown the subject detour proposal. Would you proceed to prepare a price agreement, at bid prices, if at all possible, for the temporary signing, the box culvert extension and the necessary grading and paving items on Stewart Avenue and for the increased radius at the intersection of US 99 and Stewart Avenue.

We have proposed a 3-1/2" overlay of asphaltic concrete over the existing surfacing on Stewart Avenue plus the necessary shoulder rock. The Bureau of Public Roads has indicated that they would participate in the temporary construction with Interstate funds. We have requested that the Bridge Division work up the box culvert design and that the Traffic Division work up the temporary signing.

You should realize this matter is of extreme urgency and quick action is necessary.

F.D. Morgan
Construction Engineer

By
F.B. Klaboe
Assistant Construction Engineer

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R. L PORTER

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Enclo.

CC: R.L. Porter
Ivan Merchant
F.B. Crandall

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1962

To:

Mr. H.S. Cox
County & City Relations Engineer
Building

SUBJECT: Temporary Connection
Interstate Route 5 to US 99 via
Stewart Avenue - Contract # 6089
12th St.-N. Ashland Interchange Section

Herewith three copies of a sketch map on which is shown the proposed temporary connection. Would you please clear this project with the city of Medford as soon as possible. I do not believe that Stewart Avenue is under the jurisdiction of Jackson County at the present time but has been taken over by the City as a city street.

We propose to put an overlay of asphaltic concrete 22' wide, 3-1/2" in depth over the existing surface and to build up whatever shoulder area that exists outside that width. The turning radius for northbound vehicles in the southeast quadrant of US 99 and Stewart Avenue will also be improved. A small portion of City owned property will be required for the intersection revision for right of way purposes but this matter will be handled by our Right of Way Division.

Your early attention to this matter will be greatly appreciated.

F.D. Morgan
Construction Engineer

By
F.B. Klaboe
Assistant Construction Engineer

NOTED
R.L. PORTER

GKA:jp
Enclo.

cc: R.L. Porter
L.R. Chandler
Walter Wright
Don Haller

RECEIVED
OCT 8 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1962

To:

Mr. Walter T. Wright
Right of Way Engineer
Building

SUBJECT: Temporary Connection
US 99 to Interstate Route 5
Medford, Oregon

Herewith three copies of a sketch map on which is depicted a small parcel of property that is required from the city of Medford for the proposed temporary connection. This proposed improvement will be permanent in nature and will not be removed at a later date. The matter of this construction is extremely urgent.

It is our proposal that a permit to occupy the necessary property be obtained from the city of Medford to be followed later by the actual transfer of fee title. If this type of approach could be taken, it would greatly facilitate the progress of construction for the temporary connection.

F.B. Morgan
Construction Engineer

By
F.B. Klaboe
Assistant Construction Engineer

NOTED
R. L. PORTER

GKA:jp
Enclo.

cc: R.L. Porter
L.R. Chandler
Don Haller
County-City Relations
F.B. Crandall
Floyd Scott

RECEIVED
OCT 10 1962
OF

RECEIVED
OCT 9 1962
FOR FILING

6089

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1962

SUBJECT: Extension Double 8' x 3' Box Culvert
Intersection Stewart Avenue & US 99
Medford, Oregon - Contract #6089
12th St. -N. Ashland Interchange Section

To:

Mr. Ted Litchfield
Utilities Liaison Engineer
Building

Herewith are three sketches on which is shown the proposed culvert extension in the irrigation ditch at the subject location. Please clear the extension of this box culvert with the Medford irrigation people at the earliest possible date.

This extension is necessary because of a temporary connection from Interstate Route 5 to US 99 via Stewart Avenue.

F.D. Morgan
Construction Engineer

By
F.B. Klaboe
Assistant Construction Engineer

NOTED
R. L PORTER

OCT 9 1962
OFFICE OF

GKA:jp
Enclo.
cc: R.L. Porter
Ivan Merchant
L.R. Chandler
Don Haller

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OCT 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 5, 1962

SUBJECT: Temporary Connection
US 99 to Interstate Route 5
Medford, Oregon

To:

Mr. Ivan Merchant
Bridge Engineer
Building

Herewith are three copies of a sketch map of the intersection of Stewart Avenue with US 99 south of Medford.

You will note on the sketch map that an extension of an existing double 8' x 3' box culvert is proposed. We would like to have a design for this extension as soon as possible.

We wish to construct this extension this fall in order to provide a temporary connection from US 99 to the Interstate freeway.

F.D. Morgan
Construction Engineer

By
F.B. Klaboe
Assistant Construction Engineer

NOTED
R. L PORTER

GKA:jp
Enclo.

cc: R.L. Porter
L.R. Chandler
Don Haller
County-City Relations
F.B. Crandall

RECEIVED
OCT 1962
COMMISSION
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Temporary Connection, Interstate Route 5 to US 99 via Stewart Avenue
12th St. -N. Ashland Interchange Section
Contract No. 6089

Dear Sir:

Herewith three copies of a sketch map on which is shown, in color, the subject temporary connection. The cost estimate for the proposal as shown is $15,700. This estimate covers the cost of grading, paving, signing and extension of the box culvert at the intersection of Stewart Avenue and US 99.

A field investigation of Stewart Avenue revealed that there now exists on this street a surface that is 22' wide and which consists of an oil mat approximately 3/4" thick. This oil mat is placed on 12" of quite sandy bar run material.

We are recommending a 3-1/2" asphaltic concrete overlay 22' wide and the necessary 3/4"-0 rock to build up the shoulder level. Temporary signing would be necessary at this location for the direction of traffic over the proper route. The larger turning radius is necessary to accommodate northbound vehicles in the southeast quadrant at the intersection of Stewart and US 99.

In our opinion, the work outlined above is a minimum amount necessary to provide an adequate temporary connection from the existing highway to the completed portion of Interstate Route 5. We are submitting this proposal to you in advance of our formal submission of a price agreement, which is being prepared, so that you may have adequate time to familiarize yourself with the proposed temporary connection. The above mentioned price agreement will be forwarded to your office in the near future.

Very truly yours,

NOTED
R. L. PORTER

Forrest Cooper
State Highway Engineer

RECEIVED
OCT 1962
OFFICE OF
STATE HIGHWAY ENGINEER

By
F. B. Klaboe
Assistant Construction Engineer

GKA:jp
cc: R. L. Porter

RECEIVED
OCT 4 1962
FOR FILING

October 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

12th St.-N. Ashland Inter. Section
Pacific Highway, Jackson County
Project No. I-5-1(30)18

Dear Sir:

This is to advise you that the protruding beam stirrup on the southbound structure at Station 889 on the subject project has been corrected as of October 1, 1962. Your concurrence in acceptance of the contract work as of that date is requested.

The above condition was noted in your endorsement of our notification of completion dated September 10, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young
JAN

L. H. Young
Office Engineer

DBP:jb

Bureau of Public Roads
Oregon Division Endorsement

Date:_____

A. W. Parsons
Division Engineer

RECEIVED
OCT 2 1962
FOR FILING
I (67)11
CC19

October 1, 1962

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

12th St.-N. Ashland
Interchange
Pacific Highway
Jackson County
Project No. I-5-1(37)18

Dear Sir:

Herewith are the following data covering a change in adjustment of the Pacific Power and Light Company's facilities at the Barnett Road Interchange on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for making the adjustment.

2. Two copies of the Company's estimate of cost for making the adjustment.

3. Two copies of the sketch prepared by the Company showing adjustment to be made.

The necessity for this adjustment is occasioned by the design of signing which had not been done at the time of the original adjustment.

Your approval of the agreement as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
OCT 1 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 28, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

Attention: Mr. V. H. Dunkin

Telephone Line Adjustment
12th St.-N. Ashland Interchange Section
Pacific Highway
Jackson County
Project I-5-1(37)18

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this section have been approved by the Bureau of Public Roads and the State. You are hereby authorized to proceed with the work as of September 10, 1962. Work done subsequent to that date will be made in accordance with PPM 30-4 and supplements thereto.

Before beginning work, it is requested that you do the following:

1. Contact Mr. Robert L. Lammert, District Maintenance Superintendent, District 3-C, 2692 N. Pacific Highway, Medford, phone SP3-3935, in regard to obtaining a permit for locating on or crossing the highway right of way.

2. Contact Mr. Don Haller, Resident Engineer, P. O. Box 1106, Medford, three (3) days before starting work on the project.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp
cc A. W. Parsons
General Files
C. H. Maison
L. H. Young
L. R. Chandler
Don Haller
R. L. Lammert
P. R. Barnhart

RECEIVED
OCT 2 1962

FOR FILING

6079

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1962

SUBJECT: 12th St.-No. Ashland Section

To: MEMO TO THE FILES

Reference is made to the portland cement concrete paving operation on this project. Assistant Division Engineer Putnam relayed the following information this date:

The contractor has been working 9-hour days for 6-days a week. He expected to average approximately 4,000-feet of 24-foot wide pavement for each shift. However, his best shift to date has been only 2,740-feet. He started his work at Station 1100 and progressed northerly on the northbound lanes to Station 891 on this date. The Station at the south end of the viaduct is 824 and he will pave through to that Station, then turn over onto the southbound lanes and pave all the way to the North Ashland Interchange. He will then again move over to the northbound lanes and pave from the North Ashland Interchange to the aforementioned Station 1100.

He has had a considerable amount of trouble with breakdowns in his plant so far. As a matter of fact, his batch plant will be down today and tomorrow, but it is expected to be running again on Saturday, September 29.

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: G. S. Paxson
R. L. Porter
L. R. Chandler

RECEIVED
SEP 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 20, 1962

T. Dec, Assistant Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-1(37)18
12th St.-N. Ashland Interchange Section
Pacific Highway

Reference is made to your letter of September 10, 1962 requesting our approval of and authorization to proceed with a re-adjustment of telephone facilities on the subject project.

The first paragraph of Chief Counsel Lindas' letter of August 14 to the utility company indicates that the initial relocation of the utility in question was the sole responsibility of the company because the utility was located within public right-of-way.

The second paragraph of the letter indicates that the utility is satisfactorily relocated in conformance with required standards with one exception, which is that the aerial cable clearance for the off-ramp of Barnett Road Interchange is insufficient. This paragraph further indicates that had the utility adjustment fully conformed with requirements it would still have to be re-adjusted at the off-ramp to provide required clearance for a directional sign, the installation of which is subsequent to the initial relocation of the utility.

It is our conclusions, from the information available, that your engineers may have indicated a satisfactory relocation for the poles involved in the adjustment of the utility but we believe it is the utility company's responsibility to provide the required vertical clearance. This was not done in the instance in question and we assume that a longer pole would need to be installed, at the expense of the company, at the off-ramp location in order to provide for the required clearance in the initial adjustment of the utility.

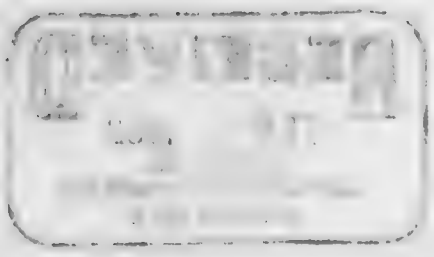
Subsequent directional signing, which would require further adjustment of this utility, does not, in our opinion, relieve the utility company of their responsibility in providing a satisfactory initial adjustment of their facility.

Our approval of the agreement between the State and utility company, as evidenced by the exchange of letters, estimate, and sketch of work to be done, and our authorization to proceed with the work as

Original To Young
9-24-62

NOTED
R. L. PORTER

of September 10, 1962 under the provisions of PPM 30-4 is hereby granted with the understanding that Federal participation in the cost thereof is limited to the cost of materials necessary to re-adjust the facility from an elevation adequate to provide the required clearance under the initial utility adjustment to the additional elevation needed to provide required clearance above directional signing. Such participation is granted in this instance due to the fact that even though this office was not formally involved in reviewing the original non-reimbursable utility relocation plans, our representative tentatively concurred in a sign design resulting in a height of 10-1/2 feet in September of 1960, and later approved modifications of the signing plans which resulted in an increased height.



RECEIVED
SEP 11 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1962

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Telephone Line Adjustment
12th St.-N. Ashland Interchange Sec.
Pacific Highway
Jackson County
Project I-5-1(37)18

Enclosed are three copies of the estimate and sketch map submitted by the Pacific Northwest Bell Telephone Company for the adjustment of its facilities in the vicinity of Station 47+50 on the "B" Line of this section.

Please prepare and submit a State Force Order for the work.

A copy of this estimate and sketch map is being sent to Mr. R. L. Lammert, D.M.S., District 3-C.

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

FWS:fp

Enc.

cc General Files
R. L. Lammert

RECEIVED
SEP 11 1962
FOR FILING

September 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

12th St.-N. Ashland Inter. Sec.
Pacific Highway
Jackson County
Project No. I-5-1(37)12

Dear Sir:

Herewith are the following data covering a required change in adjustment of the Pacific Northwest Bell Telephone Company's facility in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which discribes the work to be done and establishes the obligation of the State to reimburse the Company for making the adjustment.

2. Two copies of the estimate of cost for making the adjustment.

3. Two copies of the sketch prepared by the Company showing the adjustment to be made.

The necessity for this adjustment is occasioned by the design of signing, which had not been done at the time of the first adjustments.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

RECEIVED
SEP 10 1962
FOR FILING

CRMPEM
RSB CON CRC PMT MED 29 9-10 1006AM

L R CHANDLER
F B KLABOE
O A WHITE
R C EDGERTON

PAVING WILL START ON 12TH ST-NO ASHLAND INTERCHANGE SECTION, WEDNESDAY, SEPTEMBER 12, 10-HOUR DAY, 6-DAY WEEK

D H HALLER
LF

41,.14.03.

RECEIVED
AUG 23 1962
FOR FILING

6089

August 22, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the installation of water lines and conduit on the 12th St.-North Ashland Junction Section of the Pacific Highway in Jackson County, Contract No. 5082, in connection with Federal-Aid Project No. I-5-1(37)14.

In order to connect the irrigation system to be installed in the future it is necessary to install water pipes and conduits under the interchange legs. To do this work now is easier and more economical than later and will save disturbance of finished work at a later date.

This work was originally approved by Mr. Polk's letter of March 14, 1962, and verbally by Mr. Martin, BPR District Engineer August 13, 1962. The Field was authorized to proceed August 13th as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DHP:mmb
Enc.

RECEIVED
AUG 23 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PRINEVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 21, 1962

Mr. C. W. Wakefield
Trowbridge & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Dear Mr. Wakefield:

You have recently requested information concerning fluorescent sign lighting fixtures which have been approved for usage on Highway Department signing projects.

We have examined data from several companies and the following is a list of fixtures which have been approved.

Pacific Associated Lighting and Manufacturing Company
1260 Pennsylvania Avenue, San Francisco 7, California
Approved models PL-1/RS Series - 72" and 96" lengths
PL-2/RS Series - 72" and 96" lengths

Nu-Art Lighting and Manufacturing Company
235 East 5th Street South, Salt Lake City, Utah
(Oregon Representative: Bruce-Emmett Company,
830 S. E. Alder Street, Portland 14, Oregon)
Approved models NAFL Series - 6' and 8' lengths

Westinghouse Electric Corporation
1414 N. E. Grand Avenue, Portland 12, Oregon
Approved model Strataliner Sign Luminaire - 6' and 8' lengths

The data which you have submitted concerning luminaires manufactured by the J. H. Spaulding Manufacturing Company for our analysis and approval is incomplete. If you wish this unit examined and approved, it will be necessary to submit a sample fixture and complete photometric data for the units on which you wish approval. It should be understood, however, that prior approval is not a prerequisite and that the approval mentioned for the luminaires listed above does not preclude the State's testing of units when deemed necessary on each individual project.

RECEIVED
AUG 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Very truly yours,

Tom Edwards
Asst. State Highway Engineer

by Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

bc: Tom Edwards
LJG:mgm

TROWBRIDGE & FLYNN

Electric Company

214 WEST MAIN STREET • MEDFORD, OREGON • PHONE 8-4051

8/18/62.

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. Bud George

Gentlemen:

We will be making the lighting installation on the overhead sign structure at the Barnett interchange on the 12th St. - North Ashland section of the Highway at Medford, as a sub-sub contractor for the Traffic Safety Supply Company of Portland.

We have had difficulty in finding a source of supply for the 2-lamp lighting fixtures required. We are enclosing descriptive information and cuts on a fixture made by the J. H. Spaulding Mfg. Co which would seem to meet the requirements. We would propose to unse one of their No. 14-BN, which is 14' long, made up of 1 - 6' and 1 - 8', two-lamp, 1500 MA fixtures (for the 15' sign), and one of the No. 20-BN, which is 20' long, made up of 2 - 6' and 1 - 8', two-lamp, 1500 MA fixtures (for the 19'-6" sign). It is noted that these fixtures bear the Underwriters Laboratories approval for outdoor use.

We shall appreciate receiving your comment on the use of this fixture at your early convenience. In the interest of saving time we have taken the liberty of writing direct to your office rather than thru the job prime contractor.

Very truly yours,

Trowbridge & Flynn Electric Co

C. W. Wakefield.

RECEIVED
AUG 20 1962
TRAFFIC ENGINEERING

RECEIVED
AUG 1 1962
FOR FILING
6089

Salem, Oregon
August 13, 1962

Barnett Road Interchange
12th Street-N. Ashland Section
Pacific Highway

Mr. L. I. Liniss
Chief Counsel
BUILDING

I am returning a letter from Mr. Litchfield to you, dated August 2, concerning the second revision of the CORCO and Bell Telephone lines at the Barnett Road Interchange south of Medford. We cannot in any equity ask these companies to make a second revision of their utility lines on the same project within a period of approximately sixteen months. We are taking steps to insure better coordination in these relocations.

We should authorize this change of the utilities at State cost.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach

cc Mr. R. L. Porter
Mr. F. D. Morgan
Mr. F. B. Crandall

FORM E-30 50M 6-61 30681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1962

To:
Mr. L. I. Lindas
Chief Counsel
B U I L D I N G

SUBJECT: Power & Telephone Line Adjustment
Barnett Road Interchange'
12th St.-N. Ashland Interchange Section
Pacific Highway (Paving & Signing)
Jackson County
Project
I-5 1(37)18

REFERRED TO: McKinney
FOR: Lets discuss with
G. E. ROHDE
May 25, 1962 Lindas as to the precedent we will be setting here

Bids were opened on this project on ~~April 11, 1961~~. In order to install a directional sign between the "A" and "B" Lines near "B" Line Station 47+50 of the Barnett Road Interchange, as required by AASHO and enforced by the Bureau of Public Roads, it will be necessary to raise both the power lines owned by the Pacific Power and Light Company, COPCO Division, 216 West Main Street, Medford, and the aerial cables owned by the Pacific Northwest Bell Telephone Company, 410 N. E. Clackamas Street, Portland 12, Oregon, which are contacted on the power poles. These lines as now located are in conformance with the requirements of the National Electric Safety Code, but the installation of the sign makes it necessary to raise these lines.

These facilities were originally located on public road right of way, and the State requested the utilities to move their facilities in letters from Mr. Sorenson to the Pacific Telephone and Telegraph Company dated April 10, 1961, and to the California-Oregon Power Company dated May 16, 1961. Normally the moves necessary here would be done at the expense of the utility. However, it is felt that asking the utilities to move their facilities twice in a 16-month period without reimbursement is unreasonable use of the State's police powers.

The Utilities, at their sole cost, completed their relocation in late summer 1961

If you agree, it is recommended that the utilities be requested to submit an estimate and sketch map for this work in the usual manner and that they be reimbursed for this work subject to the provisions of PPM 30-4.

we Communicated with the pipeline contractor.

Mr. Don Haller, P. O. Box 1106, Medford, is resident engineer on the project; Mr. R. L. Lammert, 2692 N. Pacific Highway, Medford, is D.M.S. for District 3-C; and Mr. Paul Barnhart, P. O. Box 1128, Roseburg, is Field Utilities Liaison Engineer for this area.

It is understood that the power company has already submitted an esti-

mate to Mr. Haller on July 23, 1962. This should now be forwarded to Mr. Barnhart in Roseburg.

F. D. Morgan
Construction Engineer

By T W Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp

cc R. L. Porter

approx. $7,500.00 involved. both relocations -
The Siga plans which called the second relocation
or adjustment were not approved until
April 16, 1962. by the Traffic engineering division.

RECEIVED
JUL 19 1962
FOR FILING
6089

July 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the State's share of flagging on the 12th St.-N. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)18.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 19 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 18, 1962

To: MEMO TO FILES

SUBJECT: 12th Street-N. Ashland Section
Pacific Highway
Jackson County

The Soule' Steel Company has advised that it will furnish the metal reinforcement for the continuously reinforced concrete pavement and that the Company will weld the transverse 3/8" bars to the longitudinal 5/8" bars in the shop, furnishing the reinforcements in mats 12 feet in length.

As a matter of interest, we asked the Company to furnish us with samples of the longitudinal 5/8" bars to which sections of 3/8" bars had been welded in order that we might have information of any change in the strength in the longitudinal bars due to the welding.

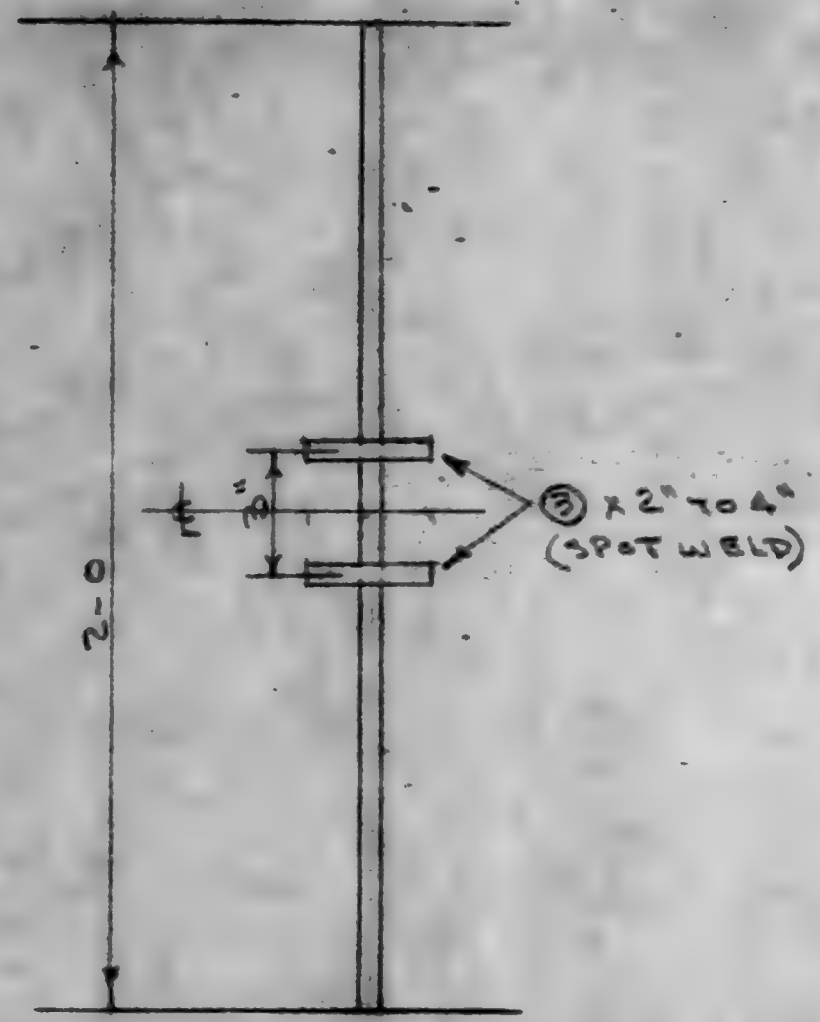
Attached is a mill test report from the Soule' Steel Company upon which we have noted our tension test of longitudinal steel. These bars broke at the weld but both the yield and ultimate strength of the welded bar were above the specification requirement for unwelded bars.

G. S. Paxson
Deputy State Highway Engineer

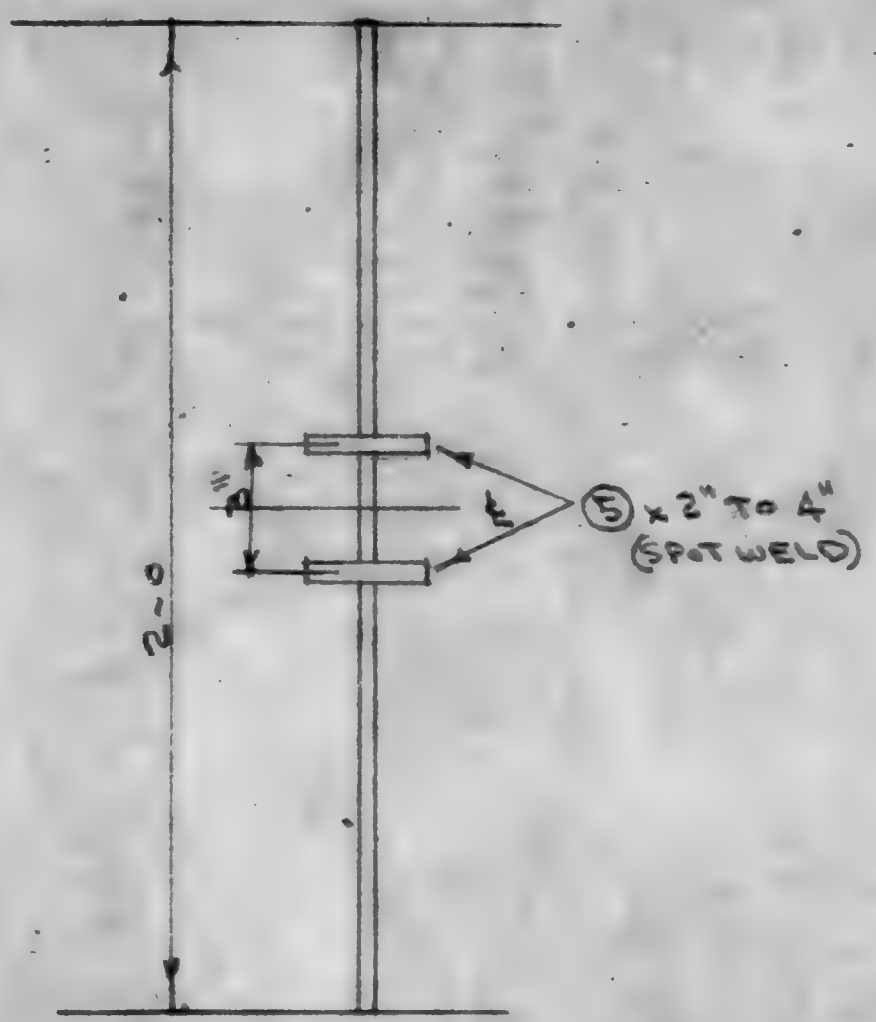
GSP:ms
attach.

Copy to Warren
7-19-62

NOTED
R. L. POTTER



⑤ A-432 BAR (2 REQ'D)



③ A-15 BAR (2 REQ'D)

S-35

SOULÉ STEEL CO.	BAR DETAILS	DRAWN BY	CHECKED BY	DATE	SKETCH NO.
		WJB		6-13-62	

FORM C11

SOULÉ STEEL COMPANY

CERTIFIED COPY OF MILL TEST REPORTS

MILL	SIZE OF MATERIAL	QUANTITY OF SIZE / HEAT #	TEST BAR WEIGHT / HEAT NUMBER / LBS - OZ	ORIGINAL SIZE: TEST BAR LENGTH	ORIGINAL SIZE: AREA	YIELD POINT: LOAD LBS.	YIELD POINT: LOAD SQ. IN.	ULTIMATE STRENGTH: LOAD LBS.	ULTIMATE STRENGTH: LOAD SQ. IN.
Soule	#3	9752	0-9 9/16	19 1/8	.110		67700		71800
	#5	10770	1-11 1/2	19 1/2	.310		65,300		100,500
					Highway Lab.				
	#5	Broke in weld			.306	20,000	65,400	30,800	100,700
	#5	" "	"		.307	19,600	63,800	30,200	98,400

SUBSCRIBED AND SWORN TO BEFORE ME

_____ 19 ____

_____

NOTARY PUBLIC, IN AND FOR THE COUNTY

THIS IS TO CERTIFY THAT REINFORCING STEEL BARS FURNISHED AND DELIVERED _____ MILL ABOVE SHOWN. ALSO THAT TEST FIGURES SHOWN ABOVE ARE TRUE COPIES OF M

CONTRACT NO.	OUR ORDER NO.	MANIFEST NO.	LOCATION

SOULÉ STEEL COMPANY

CERTIFIED COPY OF MILL TEST REPORTS

HEAT NUMBER	ORIGINAL SIZE		YIELD POINT		ULTIMATE STRENGTH		ELONGATION		FRACTURE	BEND	CHEMICAL ANALYSIS			
	TEST PIECE SIZE OR LENGTH	AREA	LOAD LBS.	LOAD SQ. IN.	LOAD LBS.	LOAD SQ. IN.	INCHES	%			C.	MN.	P.	S.
9	9/16 19⅛	.110		67,700		91,800		14	CK		.26	.60	.012	.028
2	1/2 19 1/16	.310		65,300		100,300		14½	CK		.36	.85	.014	.032
		Highway Lab.												
		.306	20,000	65,400	30,800	100,700								
		.307	19,600	63,800	30,200	98,400		6.0						

RTIFY THAT REINFORCING STEEL BARS FURNISHED AND DELIVERED _____ WERE MANUFACTURED BY
HOWN. ALSO THAT TEST FIGURES SHOWN ABOVE ARE TRUE COPIES OF MILL TEST REPORTS ON FILE IN OUR WAREHOUSE.

SOULE' STEEL COMPANY

CONTRACT NO.	OUR ORDER NO.	MANIFEST NO.	LOCATION

RECEIVED
JUL 17 1962
FOR FILING
6087

July 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 11, 1962, on Contract No. 6079, 12th St. - North Ashland Interchange Section, in Jackson County, in connection with Federal Aid Project No. I-5-1(37)18.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra

RECEIVED
JUL 16 1962
FOR FILING

6089

July 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering detour of Barnett Road Overcrossing Structures on the 12th St. - North Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6089, in connection with Federal-Aid Project No. I-5-1(37)18.

Construction on the Barnett Road Overcrossing is at a stand still on account of the iron workers strike. By revising the detour to use the "A" and "C" line legs, the section can be finished on the westerly side of and through the structure. The Special Provisions state that all work on the main highway between Stations 824+35.50 and 872+00 and B, E, D and G lines shall be completed within 65 workdays. Revision of the detour will permit this portion to be completed on schedule.

This work has been verbally recommended for approval by the BPR Area Engineer. Work was started July 5, 1962, as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUL 10 1962
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID P. SIMPSON, MEMBER
PORTLAND
FLOYD [illegible], SECRETARY
SALEM
6089

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 6, 1962

Mr. Edward C. Lynch
Peter Kiewit Sons' Co.
215 South "V" Street
P. O. Box 1777
Vancouver, Washington

Re: 12th St.-No. Ashland Section
Contract No. 6089

Dear Mr. Lynch:

Your letter of July 2, 1962, requesting that the proposed operation of supplying rock materials to the prime contractor on this project be considered as a materialman operation has been thoroughly reviewed by the State Highway Department and the Bureau of Public Roads. It is the interpretation that the proposed operations of your organization represent construction contract performance ordinarily performed by a prime contractor or subcontractor and not by a materialman. Under the circumstances, we must require that your work be covered by an approved subcontract.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: R. L. Porter
L. R. Chandler
Rod Miller
Don Hall

RECEIVED
JUL 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JUL 1962

FOR FILING

I (37) 18

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

6089

08-35.4-O

A. W. Parsons, Division Engineer
Salem, Oregon

477 Cottage Street NE
Salem, Oregon

July 6, 1962

Oregon Project I-5-1(37)18, 12th St.-North Ashland

Mr. Klaboe's July 5, 1962 letter furnished a copy of a July 2, 1962 letter from Peter Kiewit Sons' Co., wherein they request that their proposed operations in supplying rock materials to the prime contractor on the subject project be considered as performance by a materialman and not a subcontractor.

We note that the material source to be utilized has previously served as a source for Interstate Projects I-5-1(4)31, I-5-1(23)28 and I-5-1(33)36, on which Peter Kiewit Sons' Co. was the prime contractor. It is our understanding that operations in the material source were established primarily to furnish borrow material for Project I-5-1(4)31 with base and pavement aggregates obtained subsequently therefrom for Projects I-5-1(23)28 and I-5-1(33)36. As further noted in the Peter Kiewit Sons' Co. letter, they properly complied with the labor standard provisions of Section 113, Title 23 USC.

Your representatives previously have been furnished with copies of a June 8, 1956 letter from Solicitor of Labor Rothman to the National Sand and Gravel Association, and a November 2, 1959 letter from Acting Solicitor of Labor Nystrom to our General Counsel Enfield concerning the Titus, Inc. decision in Idaho. After reviewing these decisions, it is the interpretation of this office that the proposed operations by Peter Kiewit Sons' Co. represent construction contract performance ordinarily performed by a prime construction contractor or subcontractor, and not by a materialman. Furthermore, as you know, we require that payrolls submitted by other than the prime contractor, such as those to be submitted by Peter Kiewit Sons' Co., be covered by an approved subcontract.

In view of our decision on this matter and since it is our understanding that other proposed subcontracts may approach 50 percent of the total contract price, your attention is invited to Section 1.21 of our Regulations regarding limitations on subcontracting.

original To Morgan
Copy To Young
7-9-62

RECEIVED
JUL 9 1962
FOR FILING
6089

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID P. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 5, 1962

NOTED
R L PORTER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

ATTENTION: Mr. Ted Dec

Re: 12th St.-No. Ashland Interchange Section
Project No. I-5-1(37)18

Dear Mr. Parsons:

Enclosed find a copy of a letter from Peter Kiewit Sons' Co. in which they explain the situation with regard to their allegation that the operation of supplying rock materials to the prime contractor, Slate and Hall, is a commercial operation. You recently informed us that it was your opinion that such an operation as described must be a subcontract operation on interstate projects.

In light of this letter and of the fact that the Kiewit Co. has furnished materials during the past several years on other contracts and to private concerns, we respectfully request that you review your decision and advise us whether or not this alters the situation.

We are informed that the contractor will begin operating early next week so we would like a decision as soon as possible.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
enc.

cc: R. L. Porter
L. I. Lindas
L. R. Chandler

RECEIVED
JUL 6 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
July 5, 1962

12th St.-No. Ashland Interchange Section

Mr. L. I. Lindas
Chief Counsel

OFFICE

You have received a letter from Mr. Edward C. Lynch of the Peter Kiewit Sons' organization in which he outlines his proposal to operate as a commercial producer in supplying aggregates for this Interstate project. The matter has been discussed in your office with you and Mr. Rohde and you are aware of the circumstance that the Bureau of Public Roads have stated that they consider this operation as that of a sub-contractor and not a commercial supplier.

In light of this letter and of a ruling recently made by the Acting Solicitor of Labor, Harold C. Nystrom, to Mr. Enfield, General Counsel of the Bureau of Public Roads, on an Idaho job (I believe you have copies of this ruling), would you advise us how to proceed.

The matter is of some urgency as we understand that actual work will begin in the very near future.

F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

Porter

PETER KIEWIT SONS' CO.
CONTRACTORS

ESTABLISHED 1884

HOME OFFICE-OMAHA, NEBRASKA

P. O. Box 1777

VANCOUVER, WASHINGTON

July 2, 1962

Mr. Fred Klaboe
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

In reference to the discussion regarding the Peter Kiewit Sons' Co's. gravel operation near Central Point, Oregon and Slate and Hall's contract with the State of Oregon, we submit the following:

We were requested by Mr. Hall, of Slate and Hall, to quote him a price for material delivered to his job by truck and dumped on the roadway. We were not to process the material in any manner, after dumping. The source of material has been owned by our company since May, 1959. We have taken substantial quantities of materials from it for Oregon State Co ntracts #5470, #5831 and #5961. In addition, we have sold crushed rock to the State of Oregon Maintenance Department, Hughes & Dodd Contractors, Rogue Villa Trailer Park and Individuals Firth and Young. During the past year, we have quoted prices on public and private jobs to M.C. Lininger, R & M Construction Co., Page Paving Co., Hughes & Dodd and Myron Corcoran Home Builders. We were recently low bidder on the Central Point - Ross Lane Section, which will also be furnished from this pit.

To date, we have operated this pit under the rules and wage structure of the Davis-Bacon Act, and we will abide by these continuously during the period we supply Slate and Hall on their existing contract.

It is our firm belief that the above source easily meets all of the requirements of a "Commercial Source" and that we are not a subcontractor to Slate and Hall.

Yours very truly,

PETER KIEWIT SONS' CO.

Edward C. Lynch

Edward C. Lynch

ECL:pb
cc: Mr. L.I. Lindas
Mr. L.R. Chandler
Mr. Rod Miller
Mr. Don Hall
Mr. Don Haller

CONSTRUCTION DIVISION
RECEIVED
JUL 3 1962

RECEIVED
JUN 23 1962
FOR FILING

6089

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1962

SUBJECT: 12th St.-No. Ashland Section
Contract No. 6089

To MEMO TO THE FILES

We have been informed by the Division Engineer Chandler that Slate and Hall, prime contractors for this project, intend to proceed with the work as follows:

1. All the steel and cement will be furnished by Slate and Hall.

2. The rock materials, except for the south one mile, will be purchased from the Peter Kiewit Company as a commercial purchase.

3. The rock materials for the south one mile will be purchased from another commercial operator, Lininger.

4. The paving, including the furnishing of the machines and the labor, will be sub-contracted to the Ball Construction Company.

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
L. R. Chandler
[redacted]

JUN 26 19

RECEIVED
JUN 25 1962
FOR FILING

COMMISSIONERS
JACK [illegible], MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

7118
6089

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 22, 1962

Fred H. Slate Co. Oreg. Ltd., &
E. C. Hall Const. Co.,
11655 SW Barbur Blvd.,
Portland 23, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6089, awarded May 25, 1962, for paving-signing 12th St.-N. Ashland Interchange Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JUN 22 1962

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY
SALEM
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
June 22, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6089, awarded May 25, 1962, to Fred H. Slate Co. Oreg. Ltd., & E. C. Hall Const. Co., for paving-signing the 12th St.-N Ashland Interchange Section of Pacific Highway in Jackson County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: Seaboard Surety Co.,
100 William Street
New York 38
N. Y.

RECEIVED
JUN 22 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6289

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
June 22, 1962

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6089, awarded May 25, 1962, to Fred H. Slate Co. Oreg. Ltd., & E. C. Hall Const. Co., for paving-signing the 12th St.-N Ashland Interchange on Pacific Highway in Jackson County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

cc: Great American Insurance Co.,
Bond Department
326 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
JUN 11 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6674

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 15, 1962

Mr. J. F. Stillwell
Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland 2, Oregon

Dear Mr. Stillwell:

In a letter dated June 5, 1962, you requested information concerning any planned changes of panel sizes on the one inch laminated panels on either the Hayesville-Judkins Point Section, Contract No. 6066, or the 12th Street-North Ashland Interchange Section, Contract No. 6089.

We do not anticipate any changes in sizes of one inch laminated panels on either of these projects. We may, however, add new panels to the Hayesville-Judkins Point Project.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by Original Signed By
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

FBC:mgm
bc: Tom Edwards ✓
I. D. Marchant
F. D. Morgan

NOTED
TOM EDWARDS

JUN 1 1962

RECEIVED
JUN 6 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6197

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 6, 1962

Fred H. Slate Co. Oreg. Ltd., &
E. C. Hall Const. Co.,
[illegible] Barbur Blvd.,
Portland 23, Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6089, awarded May 23, 1962, for paving-signing the 12th St.-N. Ashland Interchange Section of Pacific Highway in Jackson County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin June 18, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl

P.S. Fred H. Slate Co. Oreg. Ltd.: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.
dc

cc: L. H. Young
L. R. Chandler
Res. Engineer
Frank Morgan

RECEIVED
JUN 5 1962
FORM E-30X—50M—6-61—36662
FOR FILING

6027

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1962

SUBJECT:

To:

MEMO TO THE FILE

A. M. Harding of the A.G.C. called at 3:15 p.m. this date with the following message:

The iron workers strike has hampered the operations of Tom Lillebo on the 12th Street-North Ashland Section of the Pacific Highway all week. A picket was finally placed at 11:15 a.m. this date. It is Mr. Harding's contention that working days should not have been charged during any part of this week.

This information was conveyed to Ivan Merchant, who is to look into and settle the case on its merits.

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
G. S. Paxson
R. L. Porter
Ivan Merchant

NOTED
R. L PORTER

RECEIVED
JUN 1 1962
FOR FILING
6017

Salem, Oregon
May 31, 1962

L. H. Young
Office Engineer

Attached is the low bid proposal submitted by Fred H. Slate Company Oregon Ltd. and E. C. Hall Construction Company for the 12th Street-North Ashland Interchange Section on which bids were received May 23.

Mr. Parkes posed the question of whether the contract should be prepared under the name for the joint venture as shown on page 10 of the proposal or whether the contract should be prepared under the joint venture name over the signatures of the venturers as shown on page 11 of the proposal.

This matter was discussed at some length with Mr. Rohde and Mr. McKinney, and it was their opinion that the contract should be prepared as it is signed and as shown on page 11. The reason for this is that contractors are instructed to bid using the name exactly as they are prequalified, otherwise, it would not always be possible to identify a contractor as some names are quite similar. Also, it was pointed out that the information which is typed in on page 10 could very well contain clerical or typographical errors.

Floyd Query, Secretary

FQ:jmc

cc: D. Parkes

NOTED
C. W. HEAD

RECEIVED
MAY 28 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 25, 1962

Fred H. Slate Co., &
E. C. Hall Const. Co.,
7105 SW 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on May 25, 1962,
awarded to you State Highway Contract No. 6089
for the following project:

Paving-signing the 12th St.-N. Ashland Interchange Section of Pacific Highway in Jackson County.

This award was based on your bid of $2,426,110.20
which was the low bid submitted to the Commission on May 23, 1962
for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SLAC)

RECEIVED
MAY 29 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

I-5-1(37)18
6089

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1962

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-1(37)18
12th Street-North Ashland Interchange Section of the Pacific Highway, South of Medford

This is to advise of our prior concurrence as of this date in award of contract No. 6089, for the subject project, to Fred H. Slate Co. and E. C. Hall Construction Co. of Portland, Oregon, low bidder in the amount of $2,426,110.20 at the May 23, 1962 bid opening.

RECEIVED
MAY 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. PAYSON

Morgan
Young

RECEIVED
MAY 1 1962
FOR FILING
I-5-1(37)18
Polk

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 1, 1962

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Copy To
5-3-62

SUBJECT: Oregon Project I-5-1(37)18
12th Street-North Ashland Interchange Section
Pacific Highway

We have approved, as of this date, the P. S. and E. documents for the paving and signing of Project I-5-1(37)18, 12th Street-North Ashland Interchange Section, Pacific Highway.

This is to authorize your advertising for bids.

Your plans, for the first time, include Oregon Drawing No. 2070-A, Portland Cement Concrete Pavement, dated May 1962. Though acceptable for the current project, plans of this nature cover designs presumably used for general application on projects and therefore fall in the "standard" category. In accordance with the approved standard plan procedure, we would appreciate receiving 14 copies of Drawing No. 2070-A in order that we may benefit from comments and suggestions on the plan by our Director of Engineering.

RECEIVED
MAY 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1962
FOR FILING

I -1 (7) 11

April 12, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised rights of way plans sheets Nos. 6, 7 and 15 for the 12th St. (Medford)-North Ashland Section, Project No. I-5-1(15)18.

We request that one copy be returned approved for our files if it is found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
APR 10 1962
FORM E-30X—50M—6-61—56692
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1962

SUBJECT: 12th St.-No. Ashland Section
Pacific Highway

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

In the event that this project is constructed using a continuously reinforced concrete slab, it will be necessary to reference all the expansion joints located between the bridge ends and the anchor block installations. We are not sure, as yet, of the final design that will be used to handle this matter. However, each expansion joint should have four (4) reference points -- two (2) on each side -- near the edges of the 24' wide slab. These reference points shall be constructed using bronze disks sunk in the pavement itself. They shall also be carefully referenced out to a point near the right of way line on both sides, or to other suitable places.

In other words, it is our desire to set up an experimental testing site at each expansion joint so that we can determine whether or not these expansion joints are necessary. If, after a period of testing, we determine that there is no movement at the site of the expansion joints, it would be in order to consider the elimination of a portion of the expansion joints.

At sometime in the future you will be notified of what will be required in the way of future measurements and testing procedures. Nevertheless, I did want to pass this on so that it would not be forgotten when the job is finally under construction.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
G. W. Harra

RECEIVED
APR 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1961
FOR FILING
I-5-1(30)18

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 23, 1961

C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-1(30)18
12th Street-North Ashland Interchange Section

Please refer to Mr. R. L. Porter's letters, dated October 18, 1961, forwarding Price Agreement No. 8 and Order for Extra Work No. 3 in connection with a right-of-way obligation assumed on Parcel 29361.

Federal-aid participation can not be recommended in the cost of the cattle crossing and cistern because the right-of-way settlement and extra construction costs substantially exceed the State's appraisals. There were two appraisals of the right-of-way taking on Parcel 29361 in the amount of $10,000.00 and $11,325.00. Both appraisals included an allowance of $1,000.00 for a spring in the right-of-way. The State's settlement with the property owner was $13,872.50 which included an allowance to reimburse the owner for drilling a well that yielded insufficient water. The work contemplated will cost an additional $1,631.74. The entire settlement will exceed the high appraisal by $4,179.24.

RLP:bs

NOTED
FORREST COOPER

I-5-1(12) Crater Lake Interch. Illum., 1962
30 Seven Oaks-Jackson St. Sec.,
#6090 Pacific Hwy.

C4A
2546

RECEIVED
JUL 25 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1966

6090

To: L. H. Young
Office Engineer
Building

SUBJECT: Compromise Settlement
Herman Steeck, dba Steeck Electric Company vs. State
Our File L-4720
Marion County Circuit Court No. 58527
Crater Lake Interchange Illumination, Seven Oaks-Jackson Street Section, Pacific Highway, Contract No. 6090

The above action against the State was recently settled, in the courthouse, for $1,750. The settlement was presented to and approved by the Commission at the July 14th meeting.

Enclosed is a duplicate original "Release", and a duplicate original voucher, each of which have been duly executed by the contractor. The Secretary has affixed to the voucher his certification of approval by the Highway Commission.

Mr. Taylor in the Accounting Division suggested that these documents be routed through your office, in order that an appropriate cost prefix can be endorsed upon the voucher. Will you kindly process this matter, and forward the enclosures to the Accounting Division for issuance of a draft.

By copy of this letter to C. H. Maison, we are requesting that upon receipt of the enclosures from your office, a check or draft in the amount of $1,750, payable to Herman Steeck, be returned to the undersigned and we will forward same to the contractor's attorney, and see to dismissal of the action in the Marion County Circuit Court.

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
Encs.
cc: Floyd Query
C. H. Maison
G. E. Rohde

FORM E-128X 50M 7-65

RECEIVED
JUL 11 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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DAVID B. SIMPSON, MEMBER
PORTLAND

Logo

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 6, 1966

Thomas B. Brand
Brand, Lee & Scott
Lawyers
515 Pioneer Trust Bldg.
Salem, Oregon

Re: Herman Steeck, dba Steeck Electric Company, vs. State of Oregon
Case No. 58527
Our File 1-4720

Dear Mr. Brand:

In accordance with the compromise agreement recently reached in the above case, I am enclosing for execution a form of release, which should be executed in duplicate by Mr. Steeck, approved by your office, and returned to us. I am enclosing two extra copies, one for your files and one for your client's files.

Also enclosed is a copy of a proposed Stipulation and Order of Dismissal of the pending action, upon which we request that you endorse your stipulation.

We also include a voucher which it will be necessary that your client execute in duplicate and return to us in order that payment of the agreed sum may be made. An extra copy is enclosed for your file.

As soon as all of the above have been properly executed and returned to us, we will be in a position to process this matter for payment. Formal confirmation of the settlement by the Highway Commission will probably be required, but we anticipate that this can be obtained at their July meeting. We will, of course, withhold presentation of the order of dismissal to the court until payment has been made.

Very truly yours,

G. E. ROHDE
Chief Counsel

NOTED
TOM EDWARDS

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:pw
Encs.
cc: G. E. Rohde
Tom Edwards
C. H. Maison

RECEIVED
MAR 28 1966
FOR FILING
I-5-1(22)90
6093

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1966

To: Mr. Ivan D. Marchant
Bridge Engineer

Building

SUBJECT: Herman Steeck, dba Steeck Electric Co.
vs. State of Oregon
Marion County Circuit Court
Our File L-4720
Compromise Proposal

Please refer to my inter-department letter dated February 1, 1966, to Mr. Rohde, a copy of which was forwarded to you. I there expressed the belief that a compromise offer in this case might be in order.

Subsequently, I understand that you made certain recommendations to Mr. Edwards, and that he and Mr. Rohde were to confer and reach a decision as to settlement.

In any event, having received no authorization to extend a settlement offer, it is now necessary that I prepare and file an Answer in the pending lawsuit, which is long overdue. In this connection, I will need certain information which is apparently available only from your files, and I would appreciate your assistance regarding the following questions:

(1) When did we commence counting workdays?

(2) Did we at any time designate, as the beginning date for workday count, the date of June 16, 1962?

(3) In the complaint in this case, plaintiff alleges in part as follows:

"That in performance of said contract by plaintiff, the plaintiff ordered all materials required to be used under said contract, including the poles to be installed, and said materials were on the job on or before July 2, 1962, and after commencement of work by plaintiff, defendant instructed the plaintiff to delay his work indefinitely and he was not allowed to proceed with his contract until December of 1962. . . ."

(a) In connection with the foregoing, were the materials delivered to the job site on or before July 2, 1962?

NOTED
TOM EDWARDS

(b) Did we, at any time, instruct the plaintiff to delay his work, indefinitely, or at all.

(c) As I recall from your files, Peter Kiewit Sons Co. actually told the plaintiff that he could not start work until Kiewit was finished. If this is the case, what was our attitude, as expressed to the plaintiff, from July until the commencement of work?

(d) Is December, 1962, the correct time when the contractor commenced work?

(4) Did plaintiff use in excess of the designated number (60) of workdays?

(5) If so, was a time extension granted, or were liquidated damages assessed?

(6) Is it your view that the contractor did not in fact suffer any financial loss because of the delay in commencement of the project, or, on the other hand, that we are not responsible for such loss as he may have sustained?

(7) Previously, the contractor submitted bills or invoices totaling $1,743.10, claimed as damages or losses caused by the delay. Disregarding the question of legal responsibility for such losses, if any, do you question the amount of those bills?

Your assistance in answering the above questions will be of great assistance in preparing our answer, and in getting this case at issue.

ALBERT H. JOHNSON
Staff Attorney

AHJ:gh
cc: Tom Edwards
C. L. Rohde
F. C. McKinney

RECEIVED
MAR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1966
FOR FILING

FORM E-30 BOM 3-65 SP*6470-734

I-5-1(32)
6090

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1966

SUBJECT: Seven Oaks-Jackson St. Illumination
Contract 6090-Steeck Electric Co.
Claim for Extra Compensation

To: Mr. Tom Edwards
Assistant State Highway Engineer
O F F I C E

This contract was awarded May 25, 1962 with an allotted 60 workdays and was completed May 9, 1963 with 56 workdays being charged. The contract work involved installation of 22 lights in the immediate vicinity of the Crater Lake Interchange.

The entire construction area lay within the limits of the Seven Oaks-Jackson Street Section of I-105 which was under contract to Peter Kiewit Sons Company. The Kiewit contract, 5831, was awarded 1/11/61 and completed 6/22/63.

On completion of the work, Steeck presented a claim in the amount of $3602.41 over and above contract allowance because he was denied access to the work area by the grading contractor until November 13, 1962 and this late starting date shifted his construction operations into the winter months, thus causing him additional expense.

The claim was analyzed by the division and this office and was denied entirely because of language in the contract specifications which made it the contractor's responsibility to determine all of the conditions that would affect the cost of his work.

During the progress of the work some of the pole locations were changed from that shown on the original plan. Additional expense due to these plan changes was determined to be $189.50 which the contractor refused to accept.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM-CAG:mm
Attach.- McKinney Memo of 4/21/64
Johansen letter to Rohde
2/1/66

RECEIVED
FEB 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

Jackson-Jackson St
Illumination

Contr 6090
J.6 8821A

FORM E-30X—50M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1966

To: Mr. G. E. Rohde
Chief Counsel

SUBJECT: Herman Steeck, dba Steeck Electric Co. vs. State of Oregon
Marion County Circuit Court
Our File L-4720
Compromise Proposal

O f f i c e

For convenience, I am attaching hereto copies of the Amended Complaint, your report to the Commission of the filing of this action, dated January 7, 1965, and Frank McKinney's memo to file dated April 21, 1964. It is believed that these documents adequately summarize the nature of the claims involved in this case.

Initially, we filed a Motion to Quash in Jackson County, where the case was originally filed, based upon faulty designation of the defendant. The Motion was denied, but the plaintiff subsequently filed an Amended Complaint, correctly designating the defendant. We then filed a Motion for Change of Venue to Marion County, which was sustained in April 1965. Subsequently, there has been no action regarding this case, until we received a letter of January 24, 1966, from Thomas B. Brand, Salem attorney, who is now representing the plaintiff.

In Mr. Brand's letter, he asks that we either "discuss the matter," or file an answer forthwith. I advised him by telephone that I would attempt to find out whether there was any point in discussing the matter, with a view toward possible settlement, and if not we would file an appearance.

My review of the file on this project, from the Bridge Division, leads me to conclude that some compromise offer would be in order, for reasons outlined below.

As you will see from the Complaint, and Mr. McKinney's memo, the second and third causes of action, totaling $1,743.10, are based upon delay in starting the project. The contract was awarded in May of 1962, and the contractor was not allowed to commence work until November or December of that year.

Apparently, the paving and signing contract was still being performed by Peter Kiewit Sons Co., and I gather from the file that that organization advised Steeck that he would not be

permitted to start work until they were finished. What, if anything, the State did about the delay in commencement at that time does not appear from the file.

In any event, we have apparently heretofore rejected the claims based on this delay on the basis that the contract did not guarantee that the site would become available for commencement of work at any particular time.

Pertinent contract provisions include the following:

(1) On page 1 of the Special Provisions, under the heading Completion Time Limit, it is stated in part as follows:

> ". . . Workday count will being with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution." [60 workdays allowed]

(2) On page 2, under the heading Examination of Plans, etc., it is stated that:

> "Roadway grades, cross sections, etc., shown on the structure plans are for the completed project. They will not indicate the true condition or status of the project at the time the contractor bids the work nor at the time the successful bidder starts work on the project.* * * The State will not be liable for damage to the contractor that may be the result of changed conditions due to the work of other contractors."

As Mr. Merchant has explained to the contractor, the State did not expressly guarantee the availability of the work at any particular time, but the above provisions, it is believed, could certainly lead the contractor to reasonably believe that: (a) he would be expected to start work shortly after the award; and (b) the condition of the roadway would change during the course of his job, and therefore the other contractor would be working at the same time.

It is further provided, on page 3, Special Provisions, under the heading Control of the Work, as follows:

> "The installation of signs on the Seven Oaks-Jackson Street section of the Pacific Highway and paving of the Seven Oaks-Jackson Street section of the Pacific Highway is under contract to Peter Kiewit Sons' Company, 405 E. Main Street, Medford."

Although we do not specifically guarantee that Kiewit would be finished at any particular time, or even within a reasonable time, neither do we anywhere notify the contractor that he cannot start work until Kiewit is finished and, in fact, we probably led the contractor to reasonably believe that he could pursue his work at the same time that Kiewit was performing.

Thus, even though the contract does, in the Standard Specifications, generally require coordination with the other contractors, Steeck has, I believe, considerable basis for claiming that the delay in starting was unforeseeable, and that he is entitled to resulting damages. This relates to the second and third causes of action, as above noted, for which a total of $1,743.10 is claimed. I would recommend a compromise offer of up to $1,200 on those two causes of action, without considering the possible merit of the first cause of action.

It is also to be noted that on June 17, 1963, the Resident Engineer (Roy Norton) wrote to the contractor concerning his various claims. With respect to the claims based upon the late starting date, the Resident said:

> "This bill will be forwarded to division office for disposition. My recommendation is that some compensation be made to you because of unavailability of construction site within a reasonable time after the award of the contract."

In his letter to the Division Office, dated July 23, 1963, Mr. Norton stated, among other things, that:

> "His [Steeck's] statement that the late starting date caused him to work in adverse weather with an increase in his costs is quite true. * * *
>
> "Because of the above reason it is believed that the contractor has a legitimate complaint and that his claim should be considered."

Thus, we may be hard-pressed for a witness to explain why, on the facts, the contractor is not entitled to collect on these claims based upon the late starting date.

With respect to the first cause of action, it is to be observed that the department apparently has been of the opinion that there was some merit to this claim, differing as to the amount. Steeck was offered $189, on a price agreement, representing the cost of extra concrete involved in the changed pole location. The contractor rejected that amount which was, concededly, offered to him in full settlement of all claims.

Considering all of the foregoing, it seems probable that litigation of this case would result in some recovery by the contractor on each of the three claims. Accordingly, it is my recommendation that authority be sought to extend a compromise offer of $1,500 for full settlement of all claims involved in this case. It is definitely my opinion that a settlement at that figure (or possibly even slightly higher) would be in the best interests of the State.

ALAN H. JOHANSEN
Attorney

AHJ:ks
attachments

cc: Tom Edwards
Ivan Merchant
F. C. McKinney

FORM E-50X REV 3-63 41606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1964

To: MEMO TO FILE:

SUBJECT: Steek Electric
Contract No. 6090
Crater Lake Interchange
Medford

On April 17, 1964, Mr. Tom Brand, attorney for the above electrical contractor, met with Ivan Merchant and the undersigned with respect to additional payment on the contract for electrical installations on the Crater Lake Highway Interchange.

It appears that the contract was awarded on May 25, 1962, but the site was not available for work until November 13, 1962. The reason for this was that Peter Kiewit had two structures to complete before the lighting could be placed. Steek apparently stockpiled his materials, including light poles, and then had to erect his lighting system during the winter in the rain which, he claims, he did not contemplate. Among other things, the contractor is claiming interest on our payments to him for the delay in the work.

It should be stated in this case that the Special Provisions provided we would not guarantee when the work could start, since there were other contractors working on the project and the electrical contractor would have to coordinate his work with the other contractors. Tom Brand felt that, notwithstanding the fact his client was to coordinate his work, nevertheless he could expect to start the work within a reasonable time, and there was some question in his mind as to whether or not a delay from May 25 to November 13, 1962, was a reasonable time, particularly if his client could show damages for having to wait so long before starting the work.

Mr. Merchant fully explained our position on this matter to Mr. Brand, and also the allowances for extra concrete which we made his client, together with the reason for having to sandblast and repaint the light poles.

Mr. Brand stated that he would consult further with his client, and let us know their decision as to whether they would drop or pursue the claim.

FCMcK:ks
cc: Ivan Merchant
L. I. Lindas

FRANK C. McKINNEY
Chief, Office Section

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
APR 21 1964
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 11 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
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PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6170

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 7, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Oregon State Highway Commission

Re: Institution of Legal Proceedings

Gentlemen:

During the past few days two legal proceedings have been filed which involve the Highway Commission. In each case the Commission has been made a defendant, and in one of the cases the Commissioners are likewise named individually.

The cases filed are set forth below with our recommendations:

Herman Steeck, dba Steeck Electric Company vs. Oregon State Highway Department, by and through its State Highway Commission, L-4720, was filed in the Circuit Court for Jackson County to recover additional compensation under State Highway Contract No. 6090, involving the installation of illumination at the Crater Lake Interchange, Seven Oaks-Jackson Street Section of the Pacific Highway. The original contract was in the sum of approximately $11,900 and was entered into by the plaintiff and the Commission on May 25, 1962. The plaintiff claims that by reason of the Commission's change in plans and specifications, and delays in the work ordered by the Commission, the plaintiff was damaged and is entitled to receive additional compensation for the performance of the contract in the sum of $3,254.84.

This office will immediately file an appearance for and on behalf of the Commission.

John Zupan vs. Glenn L. Jackson, David Fridley and Kenneth N. Simpson, individually and comprising the State Highway Commission of the State of Oregon, and B. J. Sage, L-4718, was filed in the Circuit Court for Multnomah County to recover personal injuries to plaintiff in the amount of $17,672.50. The case arose as a result of the plaintiff driving his truck into a trench which had been dug by the State Highway Oakridge maintenance crew for the purpose of installing a culvert across the Willamette Highway near Dexter Dam, east of the Lowell Junction. In this case the Commissioners are named individually

as well as jointly, along with D. J. Sage, District Maintenance Superintendent at Eugene, Oregon. You will note from the title that the plaintiff has made a mistake in the names of two of the Commissioners and in the initials of the District Maintenance Superintendent. The complaint charges the Commissioners and Mr. Sage with being negligent in maintaining the trench, failing to have the same adequately signed, and in failing to properly refill the trench after its construction.

Again, this office will file an appearance on behalf of the Commission and will tender the individual defenses to our insurance carrier.

Should there be any question on any of the above cases on which we have given only a minimum of information, I shall be glad to go into further detail at any time.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:ks

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. P. M. Stephenson
Mr. Lloyd P. Shaw
Mr. Tom Edwards
Mr. Floyd Query
Mr. C. H. Maison
Mr. Robert Y. Thornton

RECEIVED
JAN 6 - 1965
FOR FILING

Salem, Oregon
January 6, 1965

Mr. G. E. Rohde
Chief Counsel

Summons and Complaint
Herman Steeck, dba
Steeck Electric Company

BUILDING

Attached is a Summons and Complaint in the Jackson County Circuit Court of Herman Steeck, dba Steeck Electric Company, plaintiff, vs. Oregon State Highway Department through its Highway Commission.

The plaintiff seeks to collect funds on what appears to be our Contract No. 6090 for construction of illumination facilities on the Crater Lake Interchange Unit of the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County.

Floyd Query, Secretary

FQ:fkn

Att.

RECEIVED
JAN 10 1964
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

January 7, 1963
Original signed by
M. E. Martin
Dist. Engineer
By: M. E. Martin
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.4-DB

FR-47 - Statement of Materials and Labor
Oregon Project I-5-1(32)30

Request attached FR-47, returned from our Washington office, be completed to include Item 22, and submitted again to this office.

Attachment

NOTED
R. L. PORTER

Orig. to Young
1-8-64

FL-18 (WO)
(Rev. 4-62)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

Date: December 16, 1963

TO: Oregon Division Office

FROM: Construction and Maintenance Division
32-30

Returned herewith is a copy of Form PR- 47 for Oregon

project I-5-1(32)30.

It is requested that the figures encircled in red on the form be verified or corrected, and that the form be returned to this office as soon as possible.

Please return this memorandum with the corrected copy of Form PR- 47.

USCOMM--DC

COPY

FORM PR-47 (REV. 5-63)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

STATE Oregon
STATE CODE 35 [1]

COUNTY Jackson (M)[2]

FEDERAL PROJECT NO.
I-5-1(32)30 Prefix #615-1095

PART A *(To be completed by Bureau of Public Roads or State Highway personnel - See instructions on reverse)*

ITEM		ROADWAY	BRIDGES (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODE	Y030		12-7-62
20	CONTRACT CONSTRUCTION AMOUNT	$ 11956	$	DATE COMPLETED 5-9-63
21	LENGTH OF PROJECT	Mi.	Mi.	TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse)*

ITEM	MATERIALS AND SUPPLIES	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
1	CEMENT	BBL.		
2	AGGREGATES PURCHASED	TON[3] / CU. YD.		
3	BITUMINOUS MATERIAL	GAL.		
4	LUMBER	MFBM		
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.	943	
8	STRUCTURAL STEEL	LB.	16,179	
11	READY-MIXED CONCRETE	CU. YD.	26	
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON[3] / CU. YD.		
16	MISCELLANEOUS STEEL	LB.		
17	FENCING	LIN. FT.		
18	GUARDRAIL	LIN. FT.		
19	BRIDGE RAIL	LIN. FT.		
9	PETROLEUM PRODUCTS	GAL.		
10	EXPLOSIVES	LB.		
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.		
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	11,240	

30	LABOR	TOTAL MAN HOURS	TOTAL WAGES PAID *(Without deductions)*
		1,310	$4790

CULVERT ITEMS

ITEM	SIZE (Inches)	LENGTH (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
13	CONCRETE PIPE	
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

REMARKS: *(Use additional sheet if more space is required.)*

[1] By BPR. [2] Insert "M" or "R" for Municipal or Rural. [3] Strike out unit not applicable.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

USCOMM-DC 21512-P63

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR-47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, and highway work under the direct supervision of the Bureau of Public Roads.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Contract Construction Amount" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

The letter "M" or "R" respectively, is to be inserted at the top of the form immediately following the name of the State to indicate whether the major cost is for work within a municipal or an urban area, or whether it is for work in a rural location.

All figures should be verified for reasonableness by State highway department and Public Roads division office engineers. The total material cost and the total man-hours and total wages paid should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error or omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the contract construction amount, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the contract construction amount is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made under "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY BUREAU OF PUBLIC ROADS OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Contract Construction Amount." - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Item 2 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15.

Item. 3 - Report number of gallons of bitumens such as aspnalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing and guardrail, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Item 15 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, 8, 17, 18, 19, 23, and 24 such as joint devices, tubular piling, guide posts, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs and delineators including foundations, posts, structural supports, etc.

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

FORM E-123A 50M 5 63

RECEIVED
JAN 10 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 6, 1964

Steeck Electric Company
1046 Court Street
P. O. Box 1243
Medford, Oregon

Gentlemen:

Contract No. 6090 Crater Lake Interchange Illumination
Contract No. 6202 Barnett Road Interchange Illumination

I have your letter of December 16, 1963, and accompanying invoices covering previously presented claims and presenting new claims of interest due on monies not paid on the two contracts.

Since receipt of your letter I have spent considerable time reviewing the original claims as presented on Contract 6090 by your invoices 16329, 16330, and 16331. This review and further investigation reaffirms the Departments stand on these claims as outlined to you in Mr. Norton's letters of June 17, 1963, and December 17, 1963. Our offer to pay you for the extra concrete involved in the pole bases, as evidenced by the price agreements forwarded you December 13, 1963, by Mr. Norton still stands. If you will sign and return this price agreement it will be put in line for payment. I feel that the allowances made on the final estimate mailed you November 22, 1963, and the above mentioned price agreement are just and all that is due you on the contract. The new item of interest due on invoices 16488 and 16489 is not an obligation of the State under the terms of the contract and is denied.

The new item of interest on invoice 16490, Contract 6202 is not an obligation of the State under the terms of the contract and is denied.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm
cc L.R. Chandler
~~P.M.~~ Stephenson
Roy Norton
Accounting Division
Legal Division

NOTED
P. M. STEPHENSON

STEECK ELECTRIC CO.

Public, Commercial and Industrial Contracting

TELEPHONE 773-3228

1046 COURT STREET • POST OFFICE BOX 1243 • MEDFORD, OREGON

RECEIVED
DEC 27 1963
FOR FILING

December 16, 1963

6190

Roy W. Newton
Resident Bridge Engineer
State Highway Department
Medford, Oregon

Subject: Crater Lake Illumination
Pacific Highway
Jackson County
Contract No. 6090

Dear Roy:

Your offer is absolutely ridiculous and is rejected.

Unless a reasonable settlement on this whole thing is made before December 26th, we will be forced to to instruct Dun and Bradstreet to proceed with court action at once.

Now that you have admitted your error it shouldn't be difficult to collect payment in full through court action.

Very truly yours,

STEECK ELECTRIC COMPANY

Herman Steeck

Herman Steeck, owner

HS:p

cc - Glenn L. Jackson
Ivan D. Merchant

RECEIVED
R. L. PORTER

RECEIVED
NOV 26 1963
FOR FILING

6270

November 22, 1963

American Surety Co.,
600 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On August 20, 1963, we wrote to you concerning release of final payment on contract #6090, awarded to Steeck Electric Co., for the Crater Lake Interchange Illumination Project on the Seven Oaks-Jackson Street Section of Pacific Highway in Jackson County.

Final payment on this contract is $1,077.08 and the total contract amount is $11,956.43, including $66.43 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Steeck Electric Co.,
P. O. Box 1243
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 20 1963
FOR FILING

6090

August 20, 1963

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

Contract #6090 awarded to Steeck Electric Co., for the Crater Lake Interchange Illumination Project on the Seven Oaks-Jackson Street Section of Pacific Highway in Jackson County, was completed May 9 1963, and accepted by the Highway Commission on August 19, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 27, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Steeck Electric Co.,
P. O. Box 1243
Medford, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
AUG 20 1963
FOR FILING

6090

August 19, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 9 on Contract No. 6090. The contract was with the Steeck Electric Company for the Seven Oaks-Jackson Street Interchange illumination on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 19, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JAN 10 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6090 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 10, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: 7 Oaks - Jackson St.
Interchange Illumination
FAP No. I-5-1(32)30
Contract No. 6090

Dear Mr. Parsons:

Steeck Electric Company began work on the Seven Oaks-Jackson Street Interchange Illumination on the Pacific Highway in Jackson County, Contract No. 6090, FAP No. I-5-1(32)30, on December 7, 1962.

Very truly yours,

ORIGINAL SIGNED

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query
J. W. Nash
D. B. Parkes
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

RECEIVED
JAN 4 1963
FOR FILING

FORM E-30X—50M—5-62 43009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1963

SUBJECT: Crater Lake Interchange
Crater Lake Highway
Jackson County

To: Mr. W.O. Widdows
Sign Engineer
885 Airport Road E.
Salem, Oregon

Attention: Mr. Bud George

I am sending herewith three copies of a proposed striping plan for the Crater Lake Highway at the Crater Lake Interchange in North Medford.

Will you make arrangements to have the enclosed plan for pavement markings put on the surfacing as soon as possible. At the stop lines where the ramps and secondary roadway intersect with the Crater Lake Highway, the word "stop" shall be stenciled on the pavement and the rubber stop flaps shall also be installed. This matter is quite urgent and should be given your immediate attention.

Please inform this office as soon as the enclosed striping plan has been put on the pavement.

F.D. Morgan
Construction Engineer

By

Gerald K. Attig
Urban Engineer

APPROVED
NOTED
TOM EDWARDS

GKA:jp
Enclosure

cc: Tom Edwards
L.R. Chandler

RECEIVED
JAN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 3 1962
FORM E-30 50M 7-59 22124
FOR FILING

6690

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
December 26, 1962

To:

SUBJECT: Construction Speed Zone
Crater Lake Highway

Agenda Item: 3c(3)

MEMO TO FILE

The State Highway Commission at its meeting of December 20 approved the following change in speed on the following temporary construction speed zone:

Change from 25 MPH to 35 MPH: Crater Lake Highway in the vicinity of its interchange with the Pacific Freeway in Jackson County, between M.P. 0.00 and 0.90, effective 8 a.m., December 13, 1962.

J. Al. Head
Assistant Traffic Engineer

njc

cc: Frank Morgan
L. R. Chandler
R. L. Lammert
G. L. Clark

RECEIVED
DEC 17 1962
FOR FILING

December 14, 1962

Oregon State Highway Commission

Gentlemen:

On January 27, 1961, you concurred in the establishment of a 25-mile-per-hour construction speed zone between M.P. 0.00 and M.P. 0.90 on the Crater Lake Highway in the vicinity of its interchange with Pacific Freeway.

This interchange has been completed except for lighting and placed in service. It has been found that installation of traffic signals at both ends of the interchange is necessary in the interest of safety. The Bureau of Public Roads will approve these as an Interstate participating item. In the interest of safety, we are installing temporary flashers at these intersections and believe it appropriate that a speed zone be kept in effect. We believe the original 25-mile-per-hour speed zone can be safely changed to 35-mile-per-hour and, accordingly, at 8:00 a.m. on Thursday, December 13, the new construction speed zone was placed in effect. It will be retained until the signal installation is complete. In the meantime, appropriate action will be taken by the State Speed Control Board since this is within the city limits of Medford, to make this a permanent 35-mile-per-hour zone.

Your concurrence is recommended in this change from a 25- to 35-mile-per-hour construction speed zone on the Crater Lake Highway, No. 22, between M.P. 0.00 and M.P. 0.90 in Jackson County.

This will be on the agenda for the December 20 meeting.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
Tom Edwards
Victor D. Wolfe
F. B. Crandall

VPJ:pk/TE:jw bbc

RECEIVED
JAN 7 1964
FOR FILING

FORM E-10 REV. 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1963

SUBJECT:

To: Mr. P. M. Stephenson
Ass't. State Hwy. Engineer

OFFICE

Steeck Electric Company completed work on Contract No. 6090, Seven Oaks-Jackson Street Interchange illumination on the Pacific Highway in Jackson County, on May 9, 1963. This contract is ready for acceptance by the Commission.

This is a Federal-aid Project. We have a written statement from the Bureau of Public Roads that they have inspected the contract work and are accepting that part of the project as complete.

Ivan D. Merchant
Bridge Engineer

CAG:dl

RECEIVED
AUG 1 1963
OFFICE
STATE HIGHWAY ENGINEER

MISC CONTRACTS and AGREEMENTS No. _____

6090

Salem, Oregon
August 15, 1962

Agenda Item 4-i

Illumination Agreement
City of Medford

Mr. H.S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Medford covering illumination installation on the Seven Oaks-Jacksonville Interchange section of the Pacific Highway in the City of Medford.

A duplicate copy of the above agreement has been placed in our files for the Commission's files and one fully executed copy has been sent to the City of Medford.

Secretary

mm
Attach: 1

FORM E-30 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1962

To: Mr. R. L. Porter
O F F I C E

SUBJECT: Illumination Agreement
City of Medford

Attached are three copies of an agreement covering illumination installations on the Seven Oaks-Jackson Street Section of the Pacific Highway in Medford.

Two copies of the agreement have been signed by the city and now require your signature of approval. The project is now ready for approval by the Highway Commission and certification by the Secretary.

This is an interstate project not previously approved by the Commission.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: J. Al Head

RECEIVED
JUL 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1962
FOR FILING

6090

August 15, 1962

D. F. Huson
City Recorder
City Hall
Medford, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Medford a fully executed copy of an agreement with the City of Medford covering illumination installation at the Crater Lake and Barnett Road Interchanges on the Seven Oaks-Jackson Street Section of the Pacific Highway in Medford.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Attach: 1

RECEIVED
AUG 1 1962
FOR FILING

6070

July 31, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the August 9 Highway Commission meeting there will be the matter of entering into an agreement with the City of Medford, which will cover illumination at the Crater Lake and Barnett Road Interchanges on Interstate Route 5. The agreement calls for the State to take care of necessary construction and maintain the luminaire units, and the City to pay for the necessary electrical energy.

I recommend that this matter have your favorable consideration and that the Secretary be authorized to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox
F. B. Crandall

RLP:ajw hlb

RECEIVED
1962
FOR FILING

July 30, 1962

Mr. Robert A. Duff
City Manager
Medford City Hall
Medford, Oregon

Dear Mr. Duff:

During a recent conference, Mr. L. R. Chandler, Division Engineer, discussed illumination, both at the Crater Lake and Barnett Road Interchanges. A recent letter directed to you from this office has answered your questions concerning the lighting at the Crater Lake Interchange.

It is our feeling that the curvature on the "D" and "F" lines at the Barnett Road Interchange is great enough to eliminate all but a momentary experience of glare. For these reasons, we cannot justify the expenditure of funds to install illumination. Some screen planting may be in order.

Illumination was also requested at the intersection of the southbound off-ramp and Barnett Road. Lighting has not been proposed for this ramp terminal, since the turning movements involved at this location are relatively minor in magnitude. It is our opinion that lineal illumination should be installed on Barnett Road from the northbound ramp terminal westerly to the intersection of US99 and Barnett Road. This lineal illumination, since it is on a city street, is the responsibility of the City, both for the initial cost and for future maintenance and power consumption. This lineal illumination would automatically include illumination for the northbound ramp terminal intersection.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
L. R. Chandler
G. L. Clark

LEC:mgm jw

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 11, 1962

SUBJECT: Illumination
Barnett Road Interchange
Medford

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem, Oregon

As instructed by yourself recently, I contacted Mr. Robert Duff, City Manager of Medford, last week about the changes in the lighting at the Crater Lake and Barnett Road Interchanges and about which Mr. Duff and Mr. Thorpe had contacted yourself. Mr. Norton accompanied me. We found that the City is generally satisfied with the interchange illumination at Crater Lake except at the intersection of the "B", "A", and "A-1" lines with Barnett Road. They feel that this area will be too dark for the amount of traffic which flows through it. They requested an additional light on the easterly side of Barnett Road at Station BR16+40 and also two lights on one pole at the intersection of the "B" and "A-1" lines at approximate Station 24+50. These areas and the ones of Barnett Road requested are circled on the enclosed drawings.

At the Barnett Road Interchange, they requested more lighting at the intersection of the "G" and "B" lines west of the Pacific Highway undercrossing of Barnett Road. They also feel that the southbound off-ramp (G line), and the intersection of the "G" and "B" lines should be illuminated. They expressed concern about possible glare from opposing vehicles where the "C" and "D" lines and the "F" and "G" lines come tangent to each other. These areas are also shown in red.

They stated that their plans for lighting Barnett Road extended up to but not into the intersection of the "G" line and Barnett Road. Also, that they intended to "beef up" surfacing of Barnett Road and that there was also a possibility that they would widen the right of way between the freeway and 99. They are also ready to at any time, or as soon as the contract can be let, install a stop light

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JUL 17 1962
TRAFFIC ENGINEERING

at the intersection of Barnett Road and US99. They have plans for opening up Barnett Road south of Highway 99 to a point where the extension will connect with an existing street.

L. R. Chandler
Division Engineer

LRC:ds
encl.

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JUL 17 1962
TRAFFIC ENGINEERING

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1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 16 1962
FOR FILING

July 16, 1962

Mr. Vernon Thorpe
Director of Public Works
City Hall
Medford, Oregon

Dear Mr. Thorpe:

During a recent telephone conversation with a representative of our Traffic Engineering Division, you requested that consideration be given to the installation of some additional lights in the vicinity of the northbound off-ramp at the Crater Lake Interchange. It is understood that these additional lights which you have proposed would theoretically reduce confusion from approaching headlight glare in that area where the northbound off-ramp and the two lanes merging into one for the northbound on-ramp are in close proximity.

It is our opinion that the ramp curvature and the resultant vehicular paths will almost completely eliminate any oncoming headlight glare in the area under question. In addition, the off-ramp will be completely delineated with reflector buttons and should provide sufficient delineation for the vehicles leaving the freeway.

The lighting which you have requested at the ramp terminal intersection would probably be of some value in providing general intersection illumination. The 1975 estimated ADT for this ramp is 1,725 vehicles. This is not a high volume and it is our opinion that the expenditure of additional funds for lighting this intersection is not justified.

On the basis of the above-mentioned facts, we wish to advise you that your request for the increase in the illumination at the Crater Lake Interchange must be denied. If you desire further information on this matter, please do not hesitate to contact this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
L. R. Chandler

LEG:mgm jw

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

July 9, 1962

SUBJECT: Additional Illumination
Crater Lake Interchange
US99 (I-5) at ORE62
Medford

To:

F. B. Crandall
Traffic Engineer
O F F I C E

On Friday, June 29, 1962, Vernon Thorpe, Director of Public Works for the City of Medford, called this office, with respect to illumination shown on the contract plan sheets for the Crater Lake Interchange. As you know, this contract is currently under progress. The attached plan sheet shows the illumination that is to be installed under this contract; also, shown on this sheet, in red, is additional illumination. The units shown in red are those requested by Mr. Thorpe in the above mentioned telephone call. Mr. Thorpe asked that we give consideration to the installation of these additional units as a portion of the current contract.

It was Mr. Thorpe's concern that traffic entering the northbound off-ramp would be confused, as they negotiated the curve, by the two approaching lanes of traffic. It was his thought that the three units shown in that area would eliminate any of this confusion by virtue of the fact that approaching vehicles, in addition to their headlights, would be visible to that driver leaving the freeway.

The units, shown in red and circled with green, at the ramp terminal were considered desirable by Mr. Thorpe, on the basis that relatively large turning movements would occur at the ramp terminal intersection, both into and out of the ramp. The additional cost that all of these units would create is $3600, as is shown on the plan sheet.

It is the writer's opinion that the three units requested to eliminate confusion because of oncoming headlights would be of little value by themselves. The two units shown at the ramp terminal would provide general illumination at the intersection and would be of some value in permitting an easier nighttime negotiation of turns. However, if the units are installed at the ramp terminal, then the gap between the last light at Sta. 'B' 727+30 and the ramp terminal lighting should be filled with a short section of lineal illumination. If this were not done, a dark section of ramp would result in the creation of a hazard for vehicles leaving the freeway. The estimated cost for extending the northbound off-ramp lighting and for illuminating the ramp terminal intersection is $4000.

NOTED
J. A. L. HEAD

Mr. Crandall - Additional Illumination, Crater Lake Interchange, Medford

This latter plan has more merit from a traffic operational standpoint than does Mr. Thorpe's plan. It would very probably accomplish what Mr. Thorpe is trying to do, in that it would eliminate any distracting headlight glare that might be experienced by vehicles leaving the freeway.

The estimated 1975 ADT on the northbound off-ramp is 1,725 vehicles per day. The estimated 1975 ADT on the southbound off-ramp is 2,810 vehicles per day. On the basis of providing the most efficient operation for the greatest number of vehicles, any additional funds expended for illumination at this location should very probably be expended to lineally illuminate the southbound off-ramp from the last light shown at Sta. 'C' 713+75, southerly to the ramp terminal illumination. However, on the basis of the estimated volumes and the interchange geometrics, it is the recommendation of this office that no additional illumination be installed at any location.

There is attached a suggested draft to Mr. Thorpe to this effect.

L. E. George
Traffic Operations Engineer

LEG:mgm
Attachment

Circuit (A) "L" 715+60, "L" 713+80, "C" 713+75, "C" 712+10, "C" 710+40, "L" 708+50, "A" 733+90 & "A" 731+50
Circuit (B) "A" 722+60, "L" 725+50, "L" 727+30, "D" 729+50, "B" 727+30, "B" 729+00, "B" 730+70 & "L" 732+50
Circuit (C) "L" 719+80, "CL" 2366+55, "CL" 2368+40, "CL" 2360+80, "CL" 2359+40 & "CL" 2351+50

CRATER (62) To Crater Lake

To Grants Pass

(5) (99) PACIFIC

"CL" 2351+50

"CL" 2359+40

"CL" 2360+102.00 P.O.T. Sta 10+31.16 P.O.T.

Pole No. 10 120/240 volts

"L" 719+80

"L" 715+60

"L" 713+80

"L" 712+10

"L" 710+40

"L" 708+50

"L" 732+50

"L" 725+50

"L" 727+30

"L" 729+50

"L" 729+00

"L" 730+70

"A" 733+90

"A" 731+50

"CL" 2362+40 Sign

"CL" 2360+80

"CL" 2368+32

"CL" 2368+40

"CL" 2367.63 P.O.T. "CL" 2368+40

"CL" 2367.63 P.O.T. "CL" 2359+40

"L" 709+80.00 P.O.T. Sta 1

"L" 709+80.00 P.O.T. Sta 1

Proposed mercury va

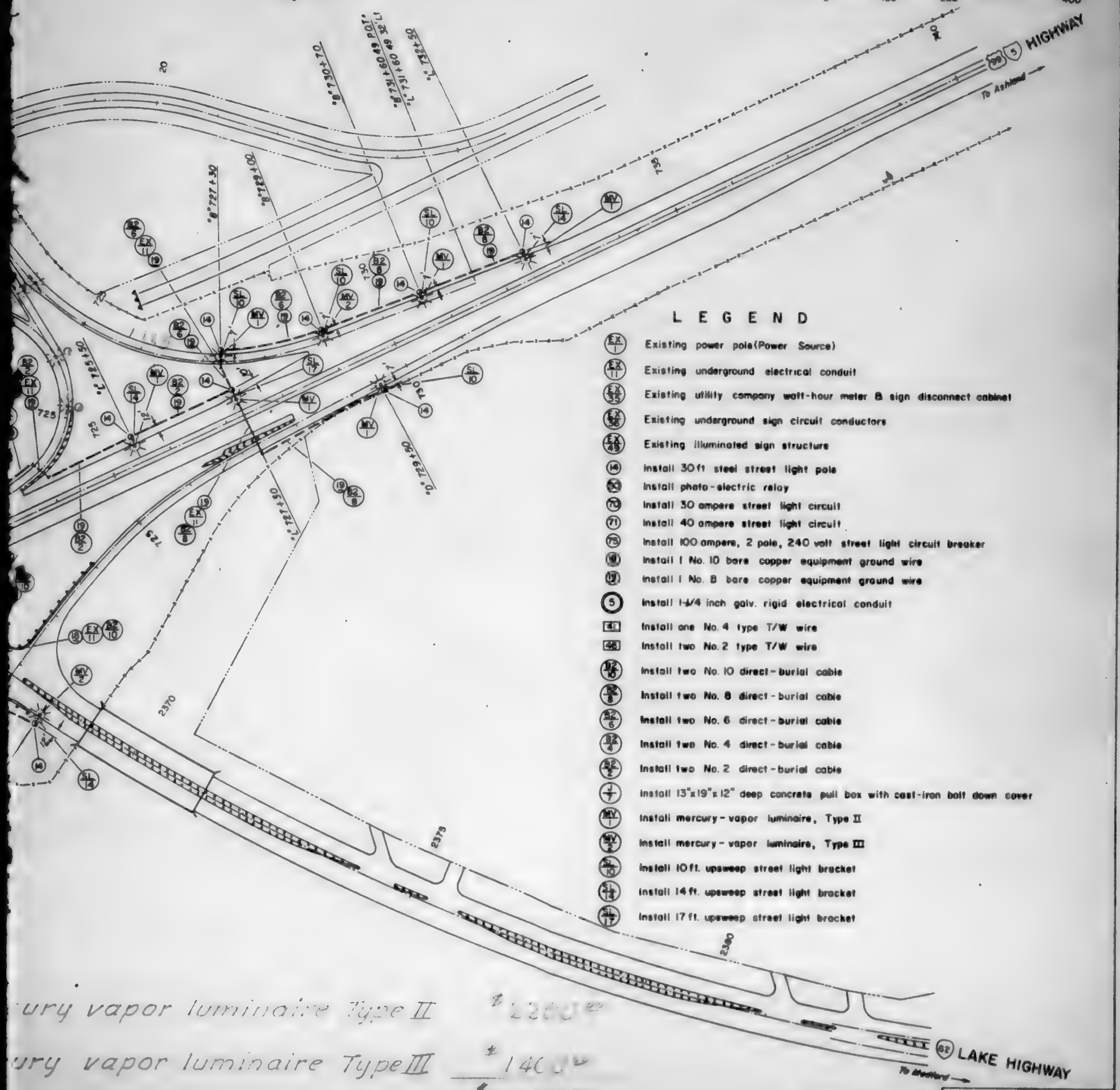
Proposed mercury va

N 7788

CRATER LAKE INTERCHANGE

ILLUMINATION INSTALLATION SEVEN OAKS - JACKSON STREET SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET NO. 4
FED ROAD DIV. NO	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			See Index

SCALE 0 100 200 400 FEET



L E G E N D

- (EX/1) Existing power pole(Power Source)
- (EX/11) Existing underground electrical conduit
- (EX/35) Existing utility company watt-hour meter & sign disconnect cabinet
- (EX/36) Existing underground sign circuit conductors
- (EX/48) Existing illuminated sign structure
- (14) Install 30 ft steel street light pole
- (70) Install photo-electric relay
- (71) Install 30 ampere street light circuit
- (72) Install 40 ampere street light circuit
- (73) Install 100 ampere, 2 pole, 240 volt street light circuit breaker
- (10) Install 1 No. 10 bare copper equipment ground wire
- (8) Install 1 No. 8 bare copper equipment ground wire
- (5) Install 1-1/4 inch galv. rigid electrical conduit
- (41) Install one No. 4 type T/W wire
- (42) Install two No. 2 type T/W wire
- (B2/10) Install two No. 10 direct-burial cable
- (B2/8) Install two No. 8 direct-burial cable
- (B2/6) Install two No. 6 direct-burial cable
- (B2/4) Install two No. 4 direct-burial cable
- (B2/2) Install two No. 2 direct-burial cable
- (J/1) Install 13"x19"x12" deep concrete pull box with cast-iron bolt down cover
- (MV/1) Install mercury-vapor luminaire, Type II
- (MV/2) Install mercury-vapor luminaire, Type III
- (SL/10) Install 10 ft. upsweep street light bracket
- (SL/14) Install 14 ft. upsweep street light bracket
- (SL/17) Install 17 ft. upsweep street light bracket

ury vapor luminaire Type II ± 2200#

ury vapor luminaire Type III ± 1400#

± 3600#

Revised 4/26/62

APPROVED Hal Hoof
TRAFFIC ENGINEER ASST.
4/30/62
DATE

T.E.D. Drw'g. No. 1828

RECEIVED
JUN 23 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 6-93

FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-22-62

PROJECT REPORT NO. 5

STATE: Oregon

COUNTY: Jackson

PROJECT NO. I-5-1(32)30

6092

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 99 Crater Lake Hwy. Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-1-62	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,079.00	$ 12,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By P. J. Pitta

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 22, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

June 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Seven Oak - Jackson Street Section (Crater Lake Hwy. Interchange), Project No. I-5-1(32)30.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:ra

June 6, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Seven Oaks--Jackson Street Section (Crater Lake Hwy. Interchange), Project No. I-5-1(32)30.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid
Project No. I-5-1(32)30

SEVEN OAKS—JACKSON STREET SECTION (CRATER LAKE HWY. INTERCHANGE)

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 6, 1962

Type Code X030
Illumination (Sta. 720+99.49) (Contract No. 6090)

Interchange Illumination in Place	All Required	$11,890.00
	Subtotal	$11,890.00
	10% Engr. & Cont.	1,189.00
	Total	$13,079.00

Length of Project - - - - - - - - - - - - - - - - - - 0.000 mile

Federal Funds -	$12,000.00
State Funds -	1,079.00
	$13,079.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(32)30

SEVEN OAKS-JACKSON STREET SECTION (CRATER LAKE HWY. INTERCHANGE)

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 25, 1962

Type Code Y030
Illumination (Sta. 720+99.49)

Interchange Illumination in Place	All Required	$13,000.00
	Subtotal	$13,000.00
	10% Engr. & Cont.	1,300.00
	Total	$14,300.00

Length of Project - - - - 0.000 Mile

Federal Funds -	$13,000.00
State Funds -	1,300.00
	$14,300.00

RECEIVED
JUN 22 1962
FOR FILING

To:

Memo To File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 21, 1962

SUBJECT: Illumination
Barnett Road Interchange
I5
Medford

I called Mr. Robert Duff, City Manager, Medford, on June 19, and advised that if the City did not pick up the tab for paying electrical energy at Barnett Road and Crater Lake Road at their Council Meeting on Thursday, June 21, the State would pull the lighting for the Barnett Road Interchange.

Mr. Duff stated he was discussing this matter with his Committee at noon, Thursday, and he thought they would go along with him.

In checking with the Bureau on why they turned down the Barnett Road lighting it was found out that inasmuch as the warrants were marginal and not conclusive, the Regional Office rejected the recommendation of the Oregon Division. We knew they were going to turn down the lineal lighting, Another memo will follow.

/s/ J. Al Mead

J. Al. Mead
Assistant Traffic Engineer

JAH:njc

cc: Ton Edwards

RECEIVED
JUN 20 1962
FOR FILING

L-090

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon
June 19, 1962

To: L. I. Lindas
Chief Counsel
O F F I C E

SUBJECT: Preparation of State-City Agreement
Proposed Illumination Installation
Pacific Hwy. at Crater Lake & Barnett
Road Interchanges - Medford

On May 25, 1962, the contract was let for the installation of luminaire units at the Crater Lake Interchange on the Pacific Highway in the city of Medford. Within a short time it is proposed to let a contract for a similar installation of luminaire units at the Barnett Road Interchange on the Pacific Highway in the same city. The City of Medford is to pay the cost of power consumed by these two luminaire installations. Will you please prepare the necessary State-City agreement.

In the way of material to be used, I offer the following:

1. The highway involved is the Pacific Highway, No. 1 (15).

2. The locations involved are the Crater Lake Hwy. and Barnett Road Interchanges.

3. It is planned to install mercury-vapor luminaire units at these two interchanges in accordance with plans which will be furnished you. As is mentioned above, the Crater Lake Interchange project has been let to contract.

4. The State shall make the installation and pay for all cost thereof.

5. The State shall maintain the installation after the projects are completed.

6. The City shall assume the cost of the power consumed by these installations.

It is desired that this agreement be completed as early as possible. The next meeting of the City Council of Medford is Tuesday, June 26. If after preperation you will submit the agreements to this office, we will check them and care for further processing.

C. A. Hend

C. A. Head
Assistant Traffic Engineer

VPJ:pk
cc: Tom Edwards
H. S. Cox

RECEIVED
JUN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

RECEIVED
JUN 14 1962
FOR FILING
6090

Salem, Oregon
June 13, 1962

Co-operative City Projects

Mr. Tom Edwards
Assistant State Highway Engineer
OFFICE

We have under contract the illumination of the Crater Lake Interchange and have advertised the Barnett Road Interchange illumination. These were done on the Basis of the letter from the City Manager of Medford indicating that the City would bear the cost of operation and maintenance, including the furnishing of power.

We are now advised by 'phone that the City Council has reversed Mr. Duff and will not go through with his arrangement. This is going to be rather embarrassing, as the illumination was justified with the Bureau of Public Roads because the City was to have illuminated portions of city streets leading from these interchanges.

I believe we should make it a fixed policy not to advertise any of these projects until we have a signed agreement with the city.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper
Mr. F. B. Crandall

RECEIVED
JUN 13 1962
FOR FILING

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6090

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 13, 1962

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #6090, awarded May 25, 1962, for the Crater Lake Interchange Illumination on the 7 Oaks-Jackson St. Section of Pacific Highway in Jackson County. Steeck Electric Company is the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
JUN 13 1962
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KERR B. TOMLINSON
MADRAS
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 13, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Steeck Electric Co.,
P. O. Box 1245
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6090, awarded May 25, 1962, for the Crater Lake Interchange Illumination on the 7 Oaks-Jackson St. Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
JUN 1962
FOR FILING

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 12, 1962

6090

SUBJECT: Illumination
Crater Lake & Barnett Rd. Interch.
I5
Medford

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

Mr. Duff, City Manager, Medford, called Mr. Head on June 8 with regard to the illumination at the subject locations. He indicated that notwithstanding his previous indication by letter that the City would care for power consumption on this illumination, his City Council presumably, at their meeting of June 7, would not approve the City's caring for the power consumption.

The purpose of Mr. Duff's call was to say that "it was a bad night at the Council Meeting" and that he is going to re-present the matter to them at their next meeting, which I believe will be June 21, and was confident that they would reconsider and approve.

We had to "press" a bit in the first instance on the matter of warrant for illumination at these two interchanges,and they were finally okayed on the basis of the City's indications that they, at their own expense, were going to put in lineal illumination along the connecting legs between the interchange proper and US99. Also, there has been the presumed desire on the part of the City to have the two principal accesses to the city from the freeway illuminated. We have this arrangement on illumination pretty well established within the cities -- Portland is picking up the tab for power consumption on all freeway lighting within the City and Eugene is doing likewise.

The Crater Lake illumination was let to contract on May 23 and the Barnett Road job is scheduled for letting on June 27. We can't do too much about the Crater Lake job at this stage, however, with respect to Barnett Road I suggest that Mr. Duff be contacted prior to the next Council meeting and that it be indicated to him that if the City does not see fit to reconsider this matter to commit to care for power consumption, that the job will be "pulled".

F. B. Crandall
Traffic Engineer

FBC:njc
cc: Forrest Cooper
G. S. Paxson
V. D. Wolfe
L. R. Chandler
L. E. George

NOTED
TOM EDWARDS

RECEIVED
JUN 13 1962

FORM E-188

RECEIVED
JUN 6 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I 3-1(32)20
6090

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
June 5, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Steeck Electric Co.,
P. O. Box 1245
Medford
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6090, awarded May 29, 1962, for the Crater Lake Interchange Illumination on the Seven Oaks-Jackson St. Section of Pacific Highway in Jackson County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin June 16, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

P.S. Just a reminder to have your signature read the same as your name is given on the Contract and Bond pages. Thank you.

de

cc: L. H. Young
L. R. Chandler
Res. Engineer
Ivan D. Merchant

RECEIVED
MAY 29 1962
FOR FILES

Form CO-121
(6-22-59)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1962

6090

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-1(32)30
Seven Oaks-Jackson Street Section of the Pacific Highway
Crater Lake Interchange Illumination

This is to advise of our prior concurrence as of this date in award of contract No. 6090 for the subject project to Steeck Electric Co. of Medford, Oregon, low bidder in the amount of $11,890.00 at the May 23, 1962 bid opening.

NOTED
U.S. PARKS

MAY 29 1962

Merchant
Young

RECEIVED
MAY 28 1962

FORM E-123

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 23, 1962

Steck Electric Company
P. O. Box 1243
Medford
Oregon

Gentlemen:

The State Highway Commission on May 23, 1962, awarded to you State Highway Contract No. 8099 for the following project:

Crater Lake Interchange Illumination on the Seven Oaks-Jackson Street Section of Pacific Highway in Jackson County.

This award was based on your bid of $11,890.00 which was the low bid submitted to the Commission on May 23, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAY 31 1962
FOR FILING

May 23, 1962

Mr. Robert A. Duff
City Manager
City Hall
Medford, Oregon

Dear Sir:

I wish to acknowledge your letter of May 14, which was in response to mine of April 26, advising that the City would participate in the illumination of the interchange on Interstate 5 with the Crater Lake Highway and Barnett Road in the northerly and southerly portion of your city. We are pleased to know that the City will assume the responsibility of power costs for the luminaires.

I am sorry to hear, however, that you do not feel that you can participate in paying the power consumption for the lineal section between the two subject interchanges. I am nevertheless forwarding to you a copy of the proposed plan of lineal illumination for your review and file, and wish to advise that unless the City of Medford is willing to assume the cost of power consumption for these luminaires, the State Highway Department will proceed no further with respect to explorations for lineal illumination for this section of highway.

We are also most gratified that you are making plans locally to illuminate the Crater Lake Highway and Barnett Road between Interstate 5 and the existing routing and US99.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
G. S. Paxson
F. S. Crandall
C. H. Maison
L. R. Chandler

JAH:mp jw

Letter from Mr. Duff received 5/15. Appears our letter to him (which is attached) should be altered.

We will not do lineal ~~Ft.~~ unless They pay ~~more~~.

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD

MEDFORD, OREGON

May 14, 1962

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Tom:

Relative to your letter of April 26, 1962, in regard to the City participating in the illumination of Interstate 5 interchanges in the City of Medford, the City will pay the power costs for these luminaires.

We will object, however, to paying the lineal lighting of the Freeway through the City. We believe the lighting on Interstate 5 should be a State expense as the traffic using this section of the Freeway is certainly not local. This is a different proposition than U. S. 99 that traverses the City, in that instance local traffic co-mingles with the thru traffic and the City has responsibilities for the local pedestrians and vehicles.

We are developing plans for the lighting of Crater Lake Highway from the interchange to the Big Y intersection. Planning also will be started on the Barnett Road section.

Very truly yours,

ROBERT A. DUFF
City Manager

RAD:ds

NOTED
J. AL HEAD

RECEIVED
MAY 15 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 23 1962
FOR FILING

May 21, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Attached are two copies of proposed lineal illumination plans involving mercury vapor illumination for Interstate 5 between the Crater Lake Interchange and the Barnett Road Interchange. This proposed plan also shows mercury vapor illumination for the Barnett Road Interchange proper. With respect to the lighting shown on the interchange, it is felt that this lighting is justified for several reasons listed under the warrants contained in "An Informational Guide for Lighting Controlled Access Highways."

As you know, this interchange is the main access point into the City of Medford for northbound traffic on the interstate line. The traffic volumes, particularly on the northbound off-ramp and to a lesser degree on the southbound off-ramp, closely approximate the volume warrant listed under Case "H". Case "H" reads as follows: "..Partial interchange lighting (one or a few luminaires located in the vicinity of freeway nose and gore) is considered to be warranted where the total ADT current ramp traffic entering or leaving the freeway within the interchange area exceed 5,000 under urban conditions or 2,000 under rural conditions.." As may be seen from the traffic volumes shown on the attachments, the volume warrants are very closely approached.

It is the opinion of the Department that this interchange definitely meets the illumination warrants listed under Case "E", which are as follows: "..Complete interchange lighting on unlighted freeways is considered to be warranted at locations where existing substantial commercial or industrial development which is lighted during hours of darkness is located in the immediate vicinity of the interchange or where the crossroad approach legs are lighted for ½ mile or more on each side of the interchange.."

The State is requesting the City of Medford to finance the maintenance and the operation of all of the proposed illumination facilities and, in addition, to install lineal lighting on Barnett Road between U.S. 99 and I-5. Based on the assumption that the City of Medford will

take positive action on these recommendations, the illumination of Barnett Road Interchange would be warranted under Case 'K', which reads as follows: "..Complete or partial interchange lighting is considered to be warranted where the local governmental agency finds sufficient benefit in the forms of convenience, safety, policing, community promotion, public relations, etc., to pay an appreciable percentage of the cost of or wholly finance the installation, maintenance and operation of the lighting facilities.."

The continuous illumination shown between the Barnett Road Interchange and the Crater Lake Interchange is warranted on the basis of Case "A", (a), (b), and (c): "..Continuous freeway lighting is considered to warranted where for a length of two or more miles it passes through a substantially developed suburban or urban area in which two or more of the following conditions exist: (a) local traffic operates on a reasonably complete street grid having some form of street lighting, parts of which are visible from the freeway; (b) the freeway passes through a series of developments such as residential, commercial, industrial and civic areas, colleges, parks, terminals, etc., which include roads, streets and parking areas, yards, etc., that are lighted; (c) separated cross streets both with and without connecting ramps, occur with an average spacing of ½ mile or less, some of which are lighted as part of the local street system;.."

Lineal illumination is also warranted under Case "D", which reads as follows: "..Continuous freeway lighting is considered to be warranted where the local governmental agency finds sufficient benefit in the forms of convenience, safety, policing, community promotion, public relations, etc., to pay an appreciable percentage of the cost of or wholly finance the installation, maintenance and operation of the lighting facilities.."

There are also attached construction sheets showing the profile of the grade lines for the interchange area. These may be used to correlate the vertical alignment of the ramps and the crossroad with our proposed interchange illumination.

We are contemplating taking bids on the Barnett Road Interchange lighting project on June 27 and on the lineal lighting at the September bid opening. This timing will be such that the interchange illumination will be available for use simultaneously with the opening of the interstate line to Barnett Road.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
L. H. Young

LEG:mgm jw

RECEIVED
FORM E-30X—50M—11-61—40231
FOR

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 14, 1962

SUBJECT: Programming of Illumination Installation
Barnett Road Interchange-Crater Lake Section
I-5

To:

L. H. Young
Office Engineer
B U I L D I N G

Attention: J. W. Nash

There is currently in the planning stages a lineal illumination project covering the above mentioned section of I-5. At the Barnett Road Interchange the proposed illumination would provide adequate lighting for the north and southbound deceleration lanes. It would also provide a minimum amount of lighting for the north and southbound acceleration lanes. Since this interchange will be the main access into Medford for northbound traffic on Interstate Route 5, we are also proposing continuous illumination on the northbound off-ramp from the gore point on I-5 to the ramp terminal at its intersection with Barnett Road.

The estimated cost of this illumination installation is $16,000 for lighting the Barnett Road Interchange and $75,000 for the lineal lighting between Crater Lake Interchange and Barnett Road Interchange. Would you please take the necessary action to have these projects programmed in order that the Barnett Road Interchange lighting might be let to contract at the June 27, 1962 bid opening and the lineal lighting at the September 19, 1962, bid opening. There is attached a plan showing the location and the limits of this proposed lighting project.

It should be mentioned that material has been transmitted to the Bureau Office for their preliminary approval of this project. A portion of this material included justification for this project, as shown on the attached letter.

Office Signed by
F. B. CRANDALL

NOTED
TOM EDWARDS

F. B. Crandall
Traffic Engineer

LEC:mgm
Attachment
cc: Tom Edwards

RECEIVED
MAY 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1962
FOR FILING

Salem, Oregon
May 11, 1962

Lighting on Interstate -
City of Medford

Mr. R. L. Porter
Assistant State Highway Engineer
O f f i c e

Mr. Duff brought up the subject of interchange lighting and linear lighting of the freeway in the Medford area. He raised the question (which I side-stepped) as to the fact that cities were asked to furnish electrical power for the lighting of interchange areas and counties were not. Mr. Duff further indicated that the City of Medford is not going to go along with paying for electrical energy required for linear lighting of Interstate 5 through the city of Medford.

I have no comments one way or the other.

Victor D. Wolfe
Administrative Assistant

VDW:me

cc Forrest Cooper
Tom Edwards
L. R. Chandler

RECEIVED
MAY 1 1962

FORM CO-12
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

I-5-1(32) 30

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6070

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

DATE: May 1, 1962

Copies To
Morgan
Simmons
Young
5-3-62

SUBJECT: Oregon Project I-5-1(32)30

We have approved, as of this date, the P. S. and E. documents for the illunination of the Crater Lake Interchange. This interchange is a portion of the Seven Oaks-Jackson St. Section of the Pacific Highway.

This is to authorize your advertising for bids.

RECEIVED
MAY 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C.L. FORRESTER

RECEIVED
APR 27 1962
FOR FILING

April 26, 1962

Mr. Robert A. Duff
City Manager
City Hall
Medford, Oregon

Dear Mr. Duff:

I am attaching hereto a print showing the proposed mercury vapor illumination at the Crater Lake Interchange on I-5. As discussed with you by Mr. J. Al. Head, Assistant Traffic Engineer on April 23, the Department has been requesting cities to assume responsibility for power consumption when such installations are within their corporate limits.

The State, in participation with the Federal Government, will pay the initial installation cost but it is our desire to have the responsibility for power consumption rest with the City. It would be appreciated if you could advise us what attitude the City has with respect to the matter. We will also illuminate the Barnett Road Interchange and will request that the City assume responsibility for the consumption of electrical energy at this location also.

No decision has been reached as to whether the lineal section of I-5 between Crater Lake and Barnett Road Interchanges will be illuminated or not. We are giving it study and it is possible, on the basis of need to eliminate conflict of background light, that justification might be developed.

We propose at this writing to take bids on the illumination at the Crater Lake Interchange on May 23. A response from you concerning the acceptance of power costs prior to that date would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
C. M. Maisen
L. R. Chandler

JAH:tm/TE:jw

FORM E-20 50M 6-61 20681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 24, 1962

SUBJECT: Illumination
Crater Lake and Barnett Road Interchanges
Interstate 5 - Medford

To:
Tom Edwards
Asst. Highway Engineer
BUILDING

I hand you herewith a Suggested Draft to Mr. Duff requesting the city of Medford to assume the responsibility for maintenance and power consumption at the two subject interchanges. You will also nde that I made reference to lineal illumination without committing us one way or the other. Mr. Crandall has the "boys in the back room" studying this but they have not come up with any thoughts.

The basic purpose of this cover letter is to advise that in Eugene, Grants Pass, Corvallis and Pendleton we had negotiated agreements on the city not only picking up the tab for power consumption but maintaining luminaire units. In Portland they "out maneuvered" us and we are taking care of the maintenance. There is some justification for us maintaining the Interstate system as the city feels that there equipment has no place on these high speed urban freeways re-lamping the lights and the like. This is basically the grounds on which we assumed maintenance. In discussing this subject with Mr. Duff this morning on the telephone, I brought out that we wanted them to assume responsibility for maintenance and power consumption. I also advised him of our actions in Portland when he started asking questions. It is entirely possible that Medford may want to adopt the Portland proposal on the assumption that we will get into a lineally illuminated section in Medford at some future date. I suggest we forward the letter as written to the city and see if they accept or make a counter proposal.

J. A. Head
Asst. Traffic Engineer

JAH:tm
attachment

RECEIVED
APR 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Circuit (A) "L" 715+60, "L" 713
Circuit (B) "A" 722+60, "L" 725
Circuit (C) "L" 719+80, "CL" 236

CRATER (62)

To Crater Lake

MV / 1

SL / 14

12'

"CL" 2351+50

14

18

B2 / 10

2355

EX / 11

18

B2 / 10

18

B2 / 10

A

B

J / 7

B2 / 8

18

705

To Grants Pass

2360+02.00 P.O.T.

+31.16 P.O.T.

18

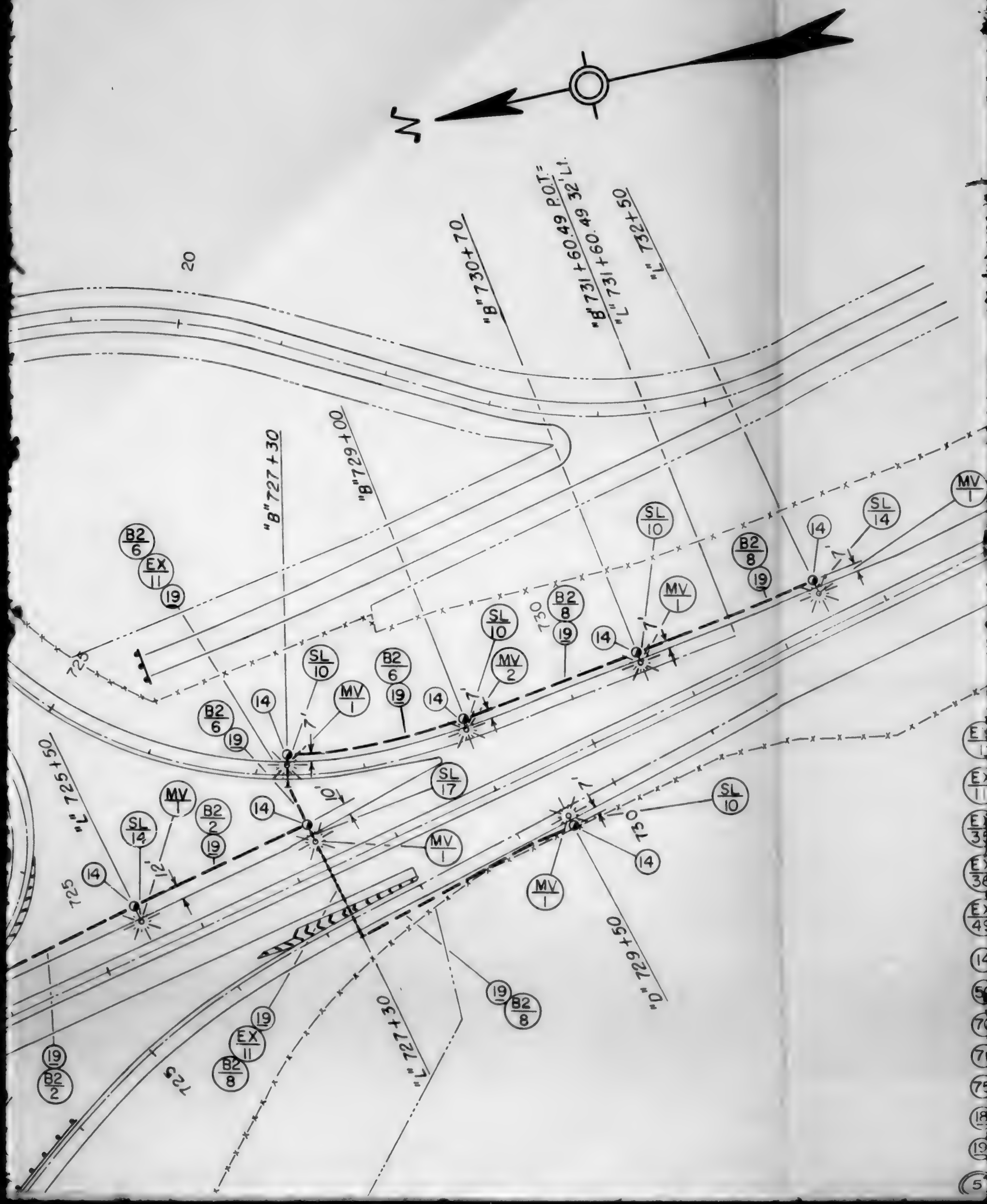
EX / 11

B2 / 8

"C

713 +80, "C" 713+75, "C" 712 +10, "C" 710 +40 & "L" 708 +50
725+50, "L" 727+30, "D" 729 +50, "B" 727 +30, "B"729 +00, "B" 730+70 & "L" 732 +50
" 2367+00, "CL" 2368 +40, "CL" 2360 +80, "CL" 2359 +40 & "CL" 2351+50

CRATER LAKE INTERCHANGE

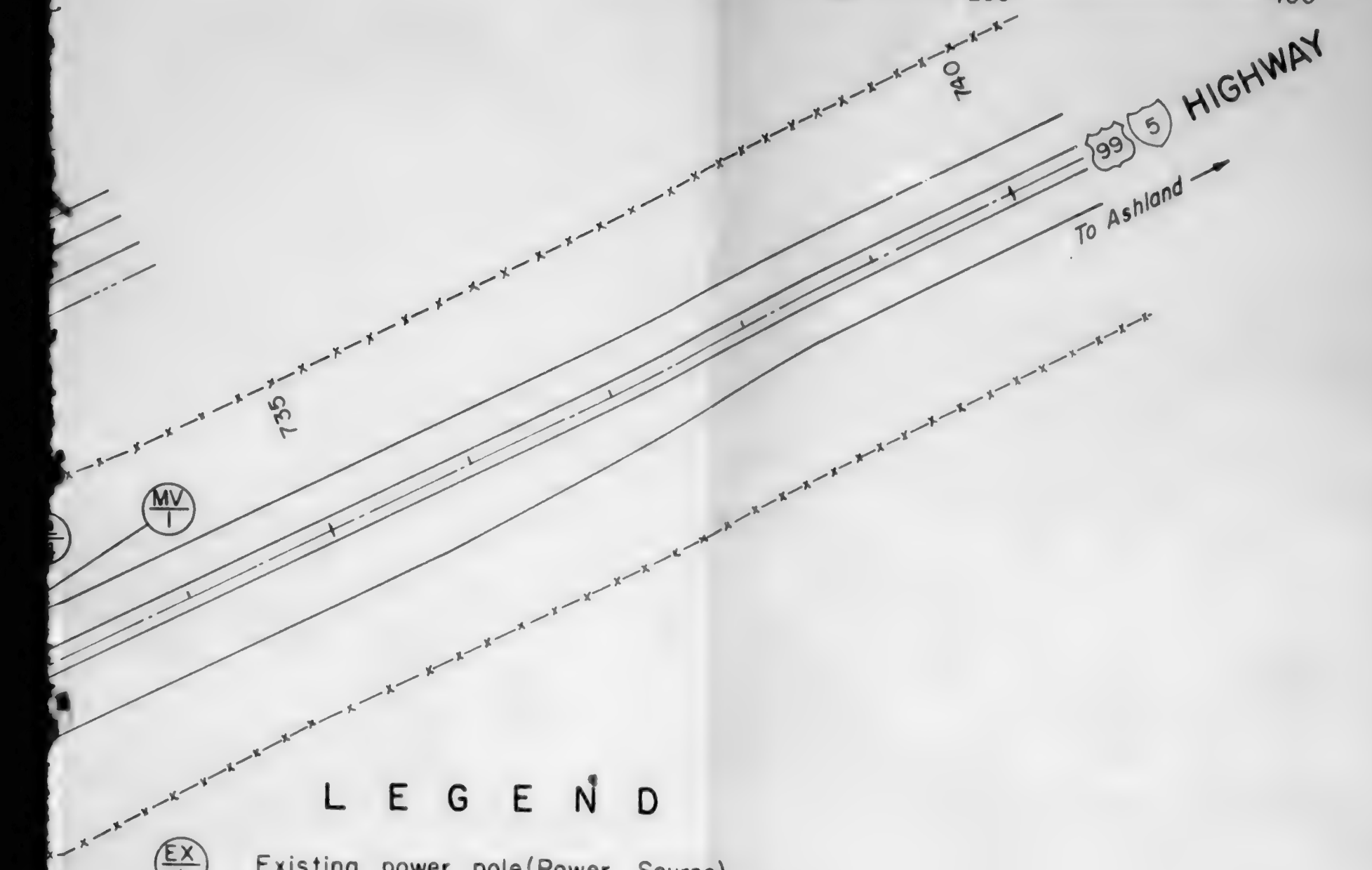


ILLUMINATION INSTALLATION
SEVEN OAKS - JACKSON STREET SEC.
PACIFIC HIGHWAY
JACKSON COUNTY

SHEET NO. 4

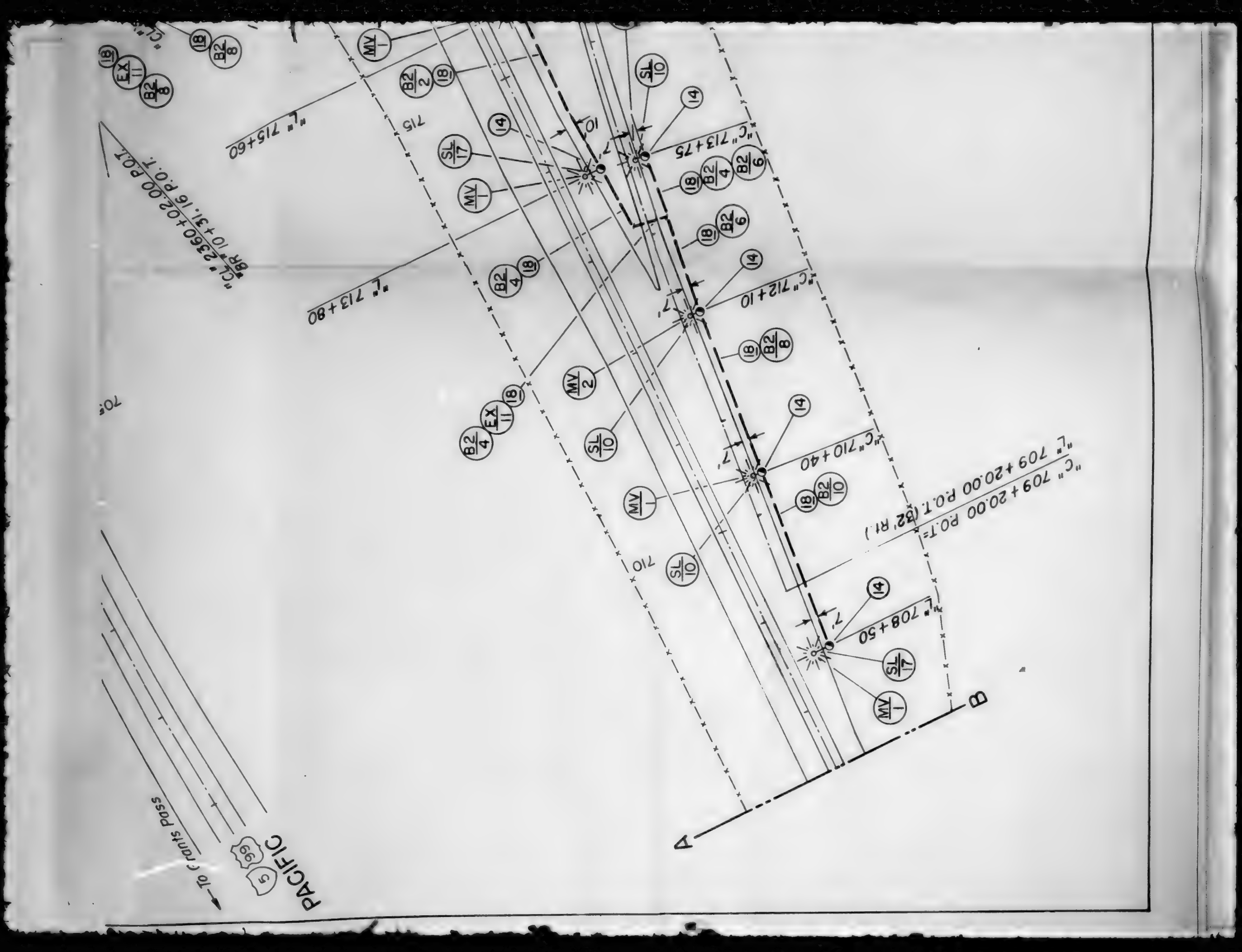
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			See Index

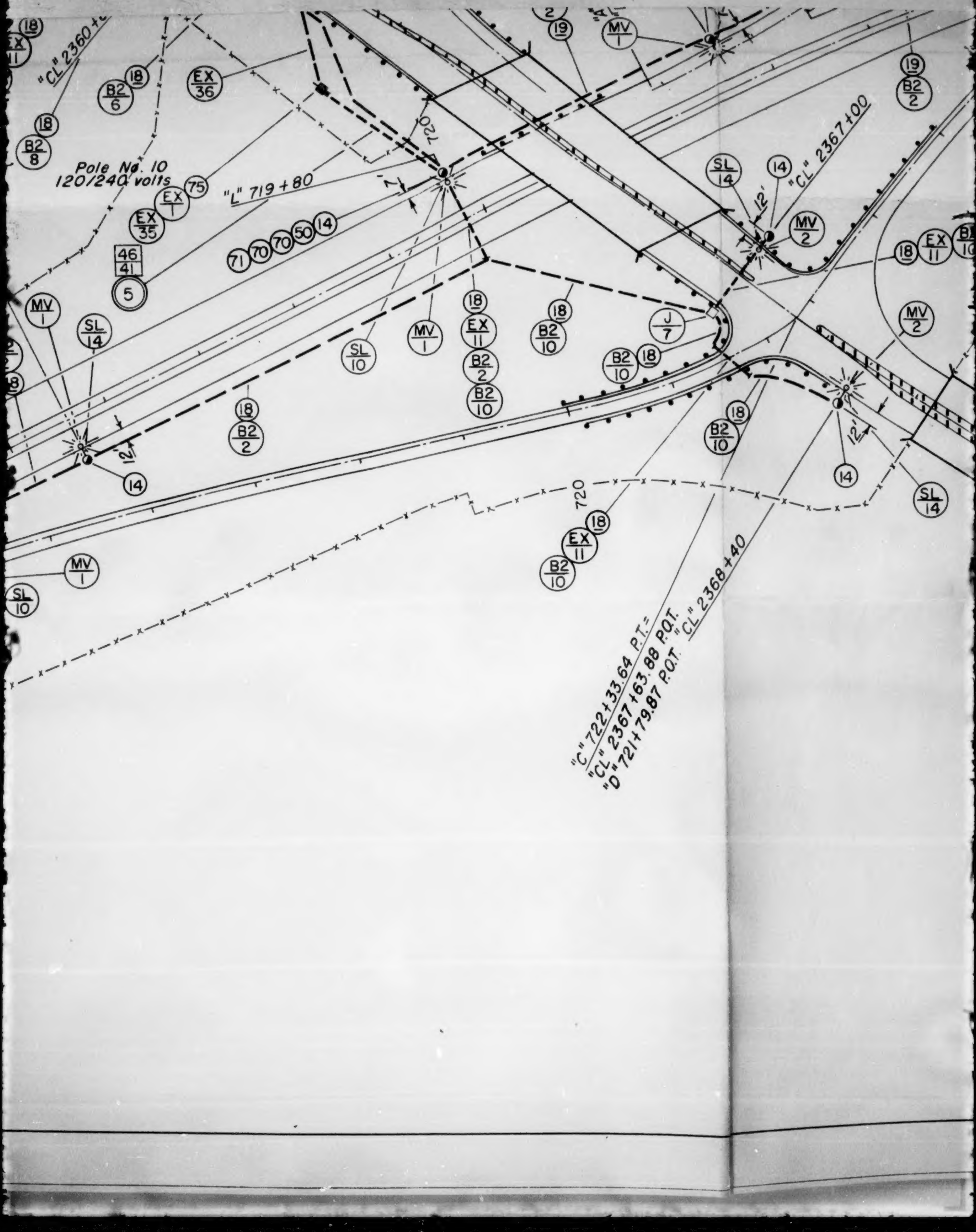
SCALE 0 100 200 400 FEET



L E G E N D

EX/1	Existing power pole (Power Source)
EX/11	Existing underground electrical conduit
EX/35	Existing utility company watt-hour meter & sign disconnect cabinet
EX/36	Existing underground sign circuit conductors
EX/49	Existing illuminated sign structure
14	Install 30 ft. steel street light pole
50	Install photo-electric relay
70	Install 30 ampere street light circuit
71	Install 40 ampere street light circuit
75	Install 100 ampere, 2 pole, 240 volt street light circuit breaker
18	Install 1 No. 10 bare copper equipment ground wire
19	Install 1 No. 8 bare copper equipment ground wire
5	Install 1-1/4 inch galv. rigid electrical conduit


"L" 715+60
"CL" 2360+02.00 P.O.T.
BR" 10+31.16 P.O.T.
"L" 713+80
715
"C" 713+75
"C" 712+10
"C" 710+40
"C" 709+20.00 P.O.T.
"L" 709+20.00 P.O.T. (82' Rt.)
"L" 708+50
710
7'
10'
14
18
B2/8
B2/2
B2/4
B2/6
B2/10
EX/11
MV/1
MV/2
SL/10
SL/17
A
B
PACIFIC
5
99
To Grants Pass


"CL" 2360+
Pole No. 10
120/240 volts
"L" 719+80
720
"CL" 2367+00
12'
720
"C" 722+33.64 P.T.=
"CL" 2367+63.88 P.O.T.
"D" 721+79.87 P.O.T.
"CL" 2368+40

(70) (71) (75) (18) (19) (5) [41] [46] (B2/10) (B2/8) (B2/6) (B2/4) (B2/2) (J/7) (MV/1) (MV/2) (SL/10) (SL/14) (SL/17)

2375

"L" 727+3(

2370

725

(19) (EX/11) (B2/8)

(19) (B2/2)

(8) (EX/11) (B2/10)

(MV/2)

(SL/14)

(70) Install 30 ampere street light circuit

(71) Install 40 ampere street light circuit

(75) Install 100 ampere, 2 pole, 240 volt street light circuit breaker

(18) Install 1 No. 10 bare copper equipment ground wire

(19) Install 1 No. 8 bare copper equipment ground wire

(5) Install 1-1/4 inch galv. rigid electrical conduit

[41] Install one No. 4 type T/W wire

[46] Install two No. 2 type T/W wire

(B2/10) Install two No. 10 direct-burial cable

(B2/8) Install two No. 8 direct-burial cable

(B2/6) Install two No. 6 direct-burial cable

(B2/4) Install two No. 4 direct-burial cable

(B2/2) Install two No. 2 direct-burial cable

(J/7) Install 13"x19"x12" deep concrete pull box with cast-iron bolt down cover

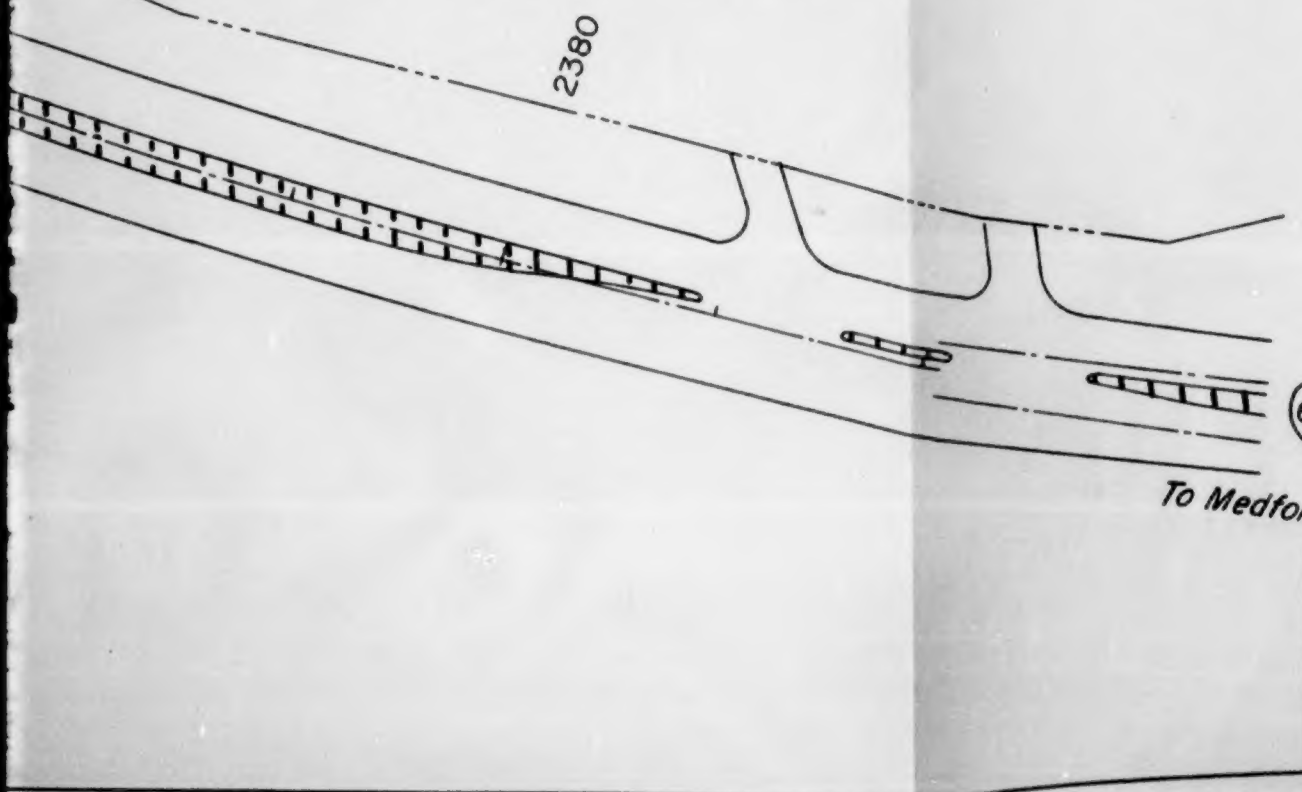
(MV/1) Install mercury-vapor luminaire, Type II

(MV/2) Install mercury-vapor luminaire, Type III

(SL/10) Install 10 ft. upsweep street light bracket

(SL/14) Install 14 ft. upsweep street light bracket

(SL/17) Install 17 ft. upsweep street light bracket



APPROVED:

TRAFFIC ENGINEER

DATE

T.E.D. Drw'g. No. 1828

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6050 Ends with: Contract# 6090

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 109 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 13 day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm